

Bucks County | Chester County | Delaware County | Montgomery County | City of Philadelphia

Transportation
Improvement Program (TIP)
for Pennsylvania

FY2025
[FY2025-FY2028]

APPENDICES



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.

Appendices for the DVRPC FY2025 TIP for Pennsylvania

This appendices contain several documents that are critical components of the TIP development and adoption process.

- ▶ (Appendix A) DVRPC Board Resolutions includes: Resolution for Adoption of the Conformity Finding of the DVRPC *Connections 2050* Long-Range Plan (*Plan*) and Draft FY 2025 Pennsylvania Transportation Improvement Program (*TIP*), Resolution for Adoption of Amendment 3 to the *Connections 2050 Plan for Greater Philadelphia*, updating the Long-Range Plan for the DVRPC Region, Resolution for Adoption of the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and the Resolution for the DVRPC Self Certification of the Metropolitan Transportation Planning and Programming Process;
- ▶ (Appendix B) PennDOT's Financial Guidance describes the available revenues and funding distribution strategies that form the foundation in developing the TIP;
- ▶ (Appendix B) PennDOT's General and Procedural Guidance provides guidance for the FY2025 Transportation Improvement Program development process within the context of multiple inter-related, intergovernmental planning functions. This section contains information related to the general planning process, along with policies, requirements and guidance directly related to Program development and administration;
- ▶ (Appendix B) SEPTA's Financial Capacity Analysis and Transit Asset Management Plan (TAM) is documentation that demonstrates that SEPTA has the financial capacity to carry out the operating and capital projects included in the FY2025 TIP;
- ▶ (Appendix B) PART's Financial Capacity Analysis serves as documentation that confirms that the Borough of Pottstown has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program;
- ▶ (Appendix C) The Memorandum of Understanding on Procedures to Amend and Modify the TIP. 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);
- ▶ (Appendix D) The Plan-TIP Project Evaluation Criteria which are used to evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan (*Plan*) and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management.
- ▶ (Appendix E) The Executive Summary of the Documentation of the Conformity Finding demonstrates that the transportation priorities, strategies, and programs in the FY2025 TIP

are consistent with air-quality goals established in the State Air Quality Implementation Plans for achieving the NAAQs;

- ▶ (Appendix F) The Environmental Justice Appendix includes detailed tables and maps to complement the information provided in Chapter 3 of the FY2025 TIP;
- ▶ (Appendix G) Title VI Policy Statement and Complaint Procedures;
- ▶ (Appendix H) The Summary of the TIP Public Involvement Process;
- ▶ (Appendix H) Public comments that were received during the formal Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania, which was held from May 23, 2024, through June 24, 2024. Each comment is assigned an “Item #,” which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Some lengthy submissions that address multiple issues have multiple Item #'s. Public comments were submitted from the public via: the public comment web application, e-mail, or US ground mail service;
- ▶ (Appendix H) Attachments sent during the Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania, which was held from May 23, 2024, through June 24, 2024.
- ▶ (Appendix H) The responses to the public comments by the appropriate agency or agencies. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate;
- ▶ (Appendix H) Public comments that were received after the formal Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania, which closed on June 24, 2024.
- ▶ (Appendix H) Attachments sent after the Public Comment Period for the DVRPC FY2025 Draft TIP for Pennsylvania, which closed on June 24, 2024.
- ▶ (Appendix H) Several items of supporting documentation, that are required by our federal partners, included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers, as required;
- ▶ (Appendix H) The Recommended Changes to the FY2025 TIP for Pennsylvania and;
- ▶ (Appendix H) The “Highlights” document of the Draft FY2025 TIP for Pennsylvania, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner



Appendix A

Board Resolutions

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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

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Renee Wise, Recording Secretary

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.

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Renee Wise, Recording Secretary

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.

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Renee Wise, Recording Secretary

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

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Renee Wise, Recording Secretary



Appendix B

State DOT Financial, and General and Procedural Guidance used in Developing the Program, SEPTA's Financial Capacity Analysis and TAM Plan, and PART's Financial Capacity Analysis

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PENNSYLVANIA 2025 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives.

2025 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 4, 2023, with the following recommendations:

- Existing formulas with updated data are retained from the 2023 Financial Guidance.
- A new formula has been introduced for Carbon Reduction Program funding based upon highway and vehicle registration data.
- The PROTECT program will be administered as a statewide program for the first two years of the 2025 Program. The Financial Guidance Work Group will develop a distribution formula for the remaining years and subsequent programs.
- 2020 Census data has been incorporated into the CMAQ distribution and the urban specific portions of the Surface Transportation Block Grant, Carbon Reduction and Transportation Alternatives Set-Aside Programs.

- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.
- Anticipated available federal highway, bridge and transit funds will reflect Infrastructure Investment and Jobs Act (IIJA) authorized amounts for the first two years then remain flat for the remaining ten years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$50 million. An analysis on regional vs statewide project delivery will be completed for the 2027 Financial Guidance update.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2025 Transportation Program Financial Guidance* and *Pennsylvania 2025 Transportation Program General and Procedural Guidance* on April 19, 2023.

FUNDING

Pennsylvania's 2025 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**
 - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized.
 - Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
 - An average of \$8.6 million per year will be reserved for State and Local Bridge Inspection.
 - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 4.
- **Surface Transportation Block Grant Program (STP, STN, STR):**
 - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
 - An average of \$18.1 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**

- Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
- The sub-allocation formula is currently based on the 2020 Federal Census.

- **Off System Bridges (BOF):**

- Funding for minor collector and local functional class bridges will utilize the following formula:

2025 through 2036
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.

- **Bridge Formula Investment Program (BRIP):**

- Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2025 through 2036	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	$\frac{3}{4}$ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	$\frac{1}{4}$ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**
 - \$50 million in funding for this program will be reserved statewide for various safety initiatives.
 - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address systemic safety projects.
 - The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.
- **Congestion Mitigation and Air Quality (CMAQ):**
 - \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.
 - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.
- **National Highway Freight Program (NFP):**
 - Funding for this program will be allocated to the Interstate Management Program.
- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
 - The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
 - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Railway-Highway Crossings, Section 130 (RRX):**
 - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
 - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.
- **Carbon Reduction Program (CRP, CRPU):**
 - \$10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
 - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
 - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2025 through 2036
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
 - Funds will be held in a statewide line item for years 2025 and 2026.
 - While funds will initially remain in the statewide line item for years 2027-2036, a formula will ultimately be developed to distribute these funds for those years. MPOs and RPOs are encouraged to begin planning their strategy for how future PROTECT formula funding will be utilized most effectively.
- **Highway (Capital) Funding (State):**
 - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
 - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
 - An average of \$34.6 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
 - Remaining state highway funds will be distributed based upon the regional share of these factors:

2025 through 2036
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State):**
 - Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**
 - This funding is earmarked for specific projects that were authorized by federal legislation.
- **Appalachian Development Highway (APD/APL):**
 - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).
- **National Electric Vehicle Infrastructure Formula Program (EV):**
 - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Discretionary Federal Funding:**
 - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure for Rebuilding America (INFRA)
 - Bridge Investment Program (BIP)
 - National Infrastructure Project Assistance (MEGA)
 - Rural Surface Transportation Grants (RURAL)
 - Discretionary Portions of NEVI, PROTECT, etc.
- **Discretionary State Funding:**
 - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
 - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The

decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179:**
 - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.
- **Local and Private Funding:**
 - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
- **Turnpike Funding:**
 - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2023 allocations via the Bipartisan Infrastructure Law (BIL).

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 6 through 8. Federal funding is based on most recent BIL authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following

sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Motor Vehicle Sales Tax, Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
 1. The operating assistance received in the prior fiscal year plus funding growth.
 2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles
 - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, Motor Vehicle Sales Tax, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.
- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at

3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.

- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program**). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

**Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)**

Federal Funds	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)*	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Surface Transportation Block Grant Program (STP)*	593,580	605,452	605,452	605,452	2,409,936
Highway Safety Improvement Program (HSIP)*	131,471	134,241	134,241	134,241	534,194
Congestion Mitigation and Air Quality (CMAQ)*	118,415	120,784	120,784	120,784	480,766
National Highway Freight Program*	59,177	60,360	60,360	60,360	240,258
Railway-Highway Safety Crossings (RRX)	7,030	7,030	7,030	7,030	28,121
Carbon Reduction Program (CRP)	54,008	55,088	55,088	55,088	219,271
PROTECT Formula Program (PRTCT)	61,411	62,639	62,639	62,639	249,327
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	2,598,607	2,643,512	2,643,512	2,643,512	10,529,143
State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Subtotal -- State Funds	898,000	952,000	1,010,000	1,064,000	3,924,000
Grand Total	3,496,607	3,595,512	3,653,512	3,707,512	14,453,143

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2025	2026	2027	2028	Total
NHPP Apportionment	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Enhanced Interstate Management	350,947	400,947	450,947	488,177	1,691,018
Remaining	869,190	843,593	793,593	756,363	3,262,740
20% Statewide Reserve	173,838	168,719	158,719	151,273	652,548
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	369,352	348,874	308,874	279,090	1,306,189

Surface Transportation Block Grant Program	2025	2026	2027	2028	Total
STP Apportionment	593,580	605,452	605,452	605,452	2,409,936
Less Transportation Alternatives (10%)	49,319	50,305	50,305	50,305	200,234
Less STP-Urban Mandatory Distribution	186,456	190,185	190,185	190,185	757,011
Less Set-Aside for Off-System Bridges	98,396	98,396	98,396	98,396	393,582
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,082	3,159	3,238	3,319	12,797
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	241,401	248,480	248,401	248,320	986,602
Less Spike (20% of Remaining STP)	48,280	49,696	49,680	49,664	197,320
STP Funds to Distribute	193,121	198,784	198,721	198,656	789,282

Highway Safety Improvement Program	2025	2026	2027	2028	Total
HSIP Apportionment	131,471	134,241	134,241	134,241	534,194
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	50,000	50,000	50,000	50,000	200,000
HSIP Funds to Distribute	69,471	72,241	72,241	72,241	286,194

Congestion Mitigation and Air Quality	2025	2026	2027	2028	Total
CMAQ Apportionment	118,415	120,784	120,784	120,784	480,766
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	95,160	97,528	97,528	97,528	387,745

National Highway Freight Program	2025	2026	2027	2028	Total
Interstate Program	59,177	60,360	60,360	60,360	240,258

Transportation Alternatives	2025	2026	2027	2028	Total
Transportation Alternatives Apportionment	49,319	50,305	50,305	50,305	200,234
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	17,393	17,755	17,755	17,755	70,659
TAP Funds -- Statewide Competitive Program	29,935	30,558	30,558	30,558	121,610

Railway-Highway Safety Crossings	2025	2026	2027	2028	Total
Statewide Program	7,030	7,030	7,030	7,030	28,121

Bridge Formula Program	2025	2026	2027	2028	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	53,007	53,007	53,007	53,007	212,027
Special Bridge Formula Funds to Distribute	300,371	300,371	300,371	300,371	1,201,485

Carbon Reduction Program	2025	2026	2027	2028	Total
Carbon Reduction Apportionment	54,008	55,088	55,088	55,088	219,271
Carbon Reduction Urban Set-Aside > 200K	21,866	22,304	22,304	22,304	88,777
Carbon Reduction Urban Set-Aside 50-200K	1,879	1,916	1,916	1,916	7,628
Carbon Reduction 5,000 to 50,000 to Distribute	3,094	3,156	3,156	3,156	12,562
Carbon Reduction < 5,000 to Distribute	8,266	8,431	8,431	8,431	33,559
Less TSMO	10,000	10,000	10,000	10,000	40,000
Carbon Reduction Program Flex to Distribute	8,903	9,281	9,281	9,281	36,745

PROTECT Formula Program	2025	2026	2027	2028	Total
PROTECT Formula Program	61,411	62,639	62,639	62,639	249,327

Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds (\$000)

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Total State Funds (for Discretionary Calculation)	898,000	952,000	1,010,000	1,064,000	3,924,000
Mandatory 15% Discretionary (Highway Funds)	134,700	142,800	151,500	159,600	588,600

State Highway (Capital)	2025	2026	2027	2028	Total
Highway (Capital) After Discretionary Set-Aside	446,300	492,200	546,500	592,400	2,077,400
Less Environmental Resource Agencies	770	790	809	830	3,199
Less State Bridge Inspection	29,963	30,787	31,605	32,478	124,833
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	387,167	432,223	485,686	530,692	1,835,768

State Bridge	2025	2026	2027	2028	Total
State Bridge Funds to Distribute	317,000	317,000	312,000	312,000	1,258,000

Total Distributed/Statewide Reserve	3,337,315	3,433,884	3,490,983	3,544,024	13,806,207
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Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	107,329	28,888	53,799	43,249	19,059	22,967	0	0	41,992	8,583	92,009	2,573	10,790	0	44,294	475,531
SPC	86,142	41,280	59,543	55,426	34,692	12,800	0	0	23,280	3,747	40,174	2,421	4,711	0	57,134	421,351
Harrisburg	20,791	8,881	14,053	12,090	7,087	3,697	0	0	5,434	1,054	11,300	617	1,325	0	12,702	99,033
Scranton/WB	14,877	7,425	10,620	9,829	5,503	3,858	0	0	0	788	8,442	499	1,127	0	9,059	72,026
Lehigh Valley	17,230	7,001	12,422	8,570	5,585	5,054	0	0	6,844	1,268	13,596	572	1,594	0	8,494	88,232
NEPA	7,455	8,156	10,581	5,210	5,458	3,118	0	0	537	0	0	1,501	0	0	5,724	47,741
SEDA-COG	17,536	10,984	15,596	15,477	10,864	2,257	0	0	0	0	0	1,544	0	0	14,098	88,358
Altoona	2,847	2,443	2,802	3,005	2,328	1,252	0	0	0	0	0	382	201	0	2,847	17,707
Johnstown	5,936	2,620	4,604	3,730	2,140	1,085	0	0	1,329	0	0	453	166	0	3,242	25,304
Centre County	4,158	2,209	3,462	2,224	1,375	1,075	0	0	0	0	0	471	226	0	2,124	17,325
Williamsport	5,054	3,519	4,589	4,509	3,201	1,042	0	0	0	0	0	452	149	0	4,054	26,569
Erie	4,655	3,890	6,012	3,776	2,732	2,029	0	0	0	0	0	776	507	0	3,222	27,599
Lancaster	13,475	8,862	12,889	8,941	6,808	3,563	0	0	5,505	847	9,083	477	1,065	0	8,479	79,996
York	5,425	6,255	10,075	4,018	3,499	2,829	0	0	4,544	512	5,492	432	797	0	3,798	47,677
Reading	13,538	5,377	9,815	7,000	4,083	3,200	0	0	4,269	593	6,360	398	746	0	7,418	62,799
Lebanon	2,115	1,979	3,149	1,547	1,396	1,324	0	0	1,426	0	0	430	204	0	1,361	14,931
Mercer	1,621	3,225	4,175	2,713	2,604	1,121	0	0	0	0	0	467	0	0	2,483	18,408
Adams	3,257	1,971	3,592	1,266	1,387	999	0	0	0	0	0	385	0	0	1,409	14,266
Franklin	1,770	2,778	3,927	1,685	1,754	1,271	0	0	0	0	0	526	135	0	1,562	15,408
Total Urban	335,016	157,746	245,707	194,265	121,556	74,543	0	0	95,160	17,393	186,456	15,377	23,745	0	193,304	1,660,262
Northwest	8,341	8,725	13,111	7,560	6,751	1,641	0	0	0	0	0	1,220	0	0	7,610	54,959
N. Central	8,004	8,299	11,872	6,655	6,395	1,540	0	0	0	0	0	1,171	0	0	6,633	50,569
N. Tier	9,906	8,955	14,359	9,708	8,208	1,417	0	0	0	0	0	1,198	0	0	8,992	62,743
S. Alleghenies	8,090	7,597	11,046	8,845	7,226	1,543	0	0	0	0	0	1,046	0	0	8,213	53,606
Wayne County	0	1,798	2,673	1,077	1,267	789	0	0	0	0	0	250	0	0	1,005	8,858
Total Rural	34,342	35,374	53,060	33,845	29,846	6,929	0	0	0	0	0	4,886	0	0	32,452	230,734
Interstate Program	668,325	0	72,760	73,250	0	0	59,177	0	0	0	0	0	0	0	74,615	948,126
Statewide Program	0	0	0	0	0	0	0	7,030	0	29,935	0	10,000	0	61,411	0	108,375
Statewide Reserve	173,838	0	134,700	0	0	50,000	0	0	0	0	0	0	0	0	0	358,538
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	1,211,515	193,121	521,867	317,000	151,402	131,471	59,177	7,030	95,160	47,327	186,456	30,263	23,745	61,411	300,371	3,337,315

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	101,378	29,735	60,086	43,248	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	480,983
SPC	81,367	42,491	67,028	55,407	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	427,387
Harrisburg	19,638	9,142	15,759	12,087	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	100,404
Scranton/WB	14,052	7,643	11,883	9,828	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	73,042
Lehigh Valley	16,275	7,207	13,952	8,567	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,712
NEPA	7,042	8,396	11,956	5,205	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,092
SEDA-COG	16,564	11,307	17,472	15,475	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,691
Altoona	2,500	2,515	3,142	3,005	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,015
Johnstown	5,607	2,697	5,148	3,730	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,927	2,274	3,899	2,223	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,635
Williamsport	4,774	3,622	5,146	4,508	3,201	1,064	0	0	0	0	0	463	152	0	4,054	26,985
Erie	4,397	4,004	6,716	3,776	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,249
Lancaster	12,728	9,122	14,481	8,938	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,594
York	5,124	6,439	11,288	4,017	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,130
Reading	12,788	5,535	10,974	6,999	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,748
Lebanon	1,998	2,037	3,519	1,546	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,325
Mercer	1,531	3,319	4,668	2,713	2,604	1,146	0	0	0	0	0	478	0	0	2,483	18,942
Adams	3,076	2,029	4,067	1,264	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,646
Franklin	1,672	2,860	4,402	1,684	1,754	1,301	0	0	0	0	0	540	138	0	1,562	15,913
Total Urban	316,436	162,372	275,585	194,221	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,686,158
Northwest	7,879	8,981	14,727	7,557	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	56,441
N. Central	7,560	8,542	13,389	6,650	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	51,953
N. Tier	9,357	9,218	16,146	9,704	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	64,306
S. Alleghenies	7,642	7,820	12,453	8,841	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	54,851
Wayne County	0	1,851	2,997	1,076	1,267	800	0	0	0	0	0	257	0	0	1,005	9,253
Total Rural	32,438	36,412	59,712	33,829	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	236,894
Interstate Program	718,325	0	81,227	73,250	0	0	60,360	0	0	0	0	0	0	0	74,615	1,007,777
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	168,719	0	142,800	0	0	50,000	0	0	0	0	0	0	0	0	0	361,519
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	1,235,917	198,784	575,023	317,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,433,884

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	89,755	29,725	67,545	42,562	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	476,123
SPC	72,037	42,477	75,917	54,439	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	425,965
Harrisburg	17,386	9,139	17,784	11,885	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,972
Scranton/WB	12,441	7,640	13,383	9,668	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,768
Lehigh Valley	14,409	7,204	15,768	8,418	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,511
NEPA	6,234	8,393	13,588	5,099	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,808
SEDA-COG	14,665	11,303	19,699	15,221	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,761
Altoona	2,213	2,514	3,544	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,081
Johnstown	4,964	2,696	5,792	3,670	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,607
Centre County	3,477	2,273	4,418	2,183	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,662
Williamsport	4,227	3,621	5,808	4,433	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,023
Erie	3,892	4,003	7,551	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,519
Lancaster	11,269	9,119	16,370	8,781	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,865
York	4,536	6,437	12,729	3,947	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,910
Reading	11,322	5,533	12,349	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,542
Lebanon	1,769	2,037	3,958	1,522	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,509
Mercer	1,356	3,318	5,253	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,307
Adams	2,724	2,028	4,630	1,235	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,826
Franklin	1,480	2,859	4,965	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,254
Total Urban	280,155	162,321	311,052	190,941	121,555	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,682,012
Northwest	6,976	8,978	16,645	7,423	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	57,318
N. Central	6,694	8,540	15,192	6,523	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	52,758
N. Tier	8,284	9,215	18,267	9,532	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	65,179
S. Alleghenies	6,766	7,817	14,124	8,681	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	55,484
Wayne County	0	1,850	3,382	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,618
Total Rural	28,719	36,400	67,610	33,215	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	240,357
Interstate Program	768,325	0	91,274	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,066,669
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	158,719	0	151,500	0	0	50,000	0	0	0	0	0	0	0	0	0	360,219
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	1,235,917	198,721	637,186	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,490,983

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,825	42,561	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,737
SPC	65,091	42,463	83,394	54,420	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,462
Harrisburg	15,710	9,136	19,488	11,883	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,994
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,827
Lehigh Valley	13,019	7,202	17,297	8,415	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,644
NEPA	5,633	8,390	14,960	5,094	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,572
SEDA-COG	13,251	11,299	21,573	15,219	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,215
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,205
Johnstown	4,485	2,695	6,335	3,869	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,761
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,170
Erie	3,517	4,002	8,254	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,960	8,778	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,362
York	4,099	6,435	13,941	3,945	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,682
Reading	10,230	5,531	13,507	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,605
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,104	1,233	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,035
Franklin	1,338	2,858	5,440	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,584
Total Urban	253,140	162,267	340,896	190,897	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,744
Northwest	6,303	8,975	18,258	7,420	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,253
N. Central	6,048	8,537	16,708	6,518	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,621
N. Tier	7,485	9,212	20,052	9,528	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,158
S. Alleghenies	6,113	7,815	15,530	8,677	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,230
Wayne County	0	1,850	3,706	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,941
Total Rural	25,950	36,388	74,254	33,198	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,203
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	1,235,917	198,656	636,292	312,006	191,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2025-2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	379,561	118,064	255,255	171,620	76,238	94,554	0	0	171,102	34,867	373,555	10,576	43,808	0	177,175	1,906,375
SPC	304,638	168,711	285,882	219,691	138,767	52,673	0	0	94,859	15,224	163,105	9,952	19,128	0	228,534	1,701,165
Harrisburg	73,525	36,298	67,084	47,945	28,349	15,172	0	0	22,142	4,282	45,880	2,537	5,380	0	50,808	399,403
Scranton/WB	52,611	30,346	50,530	38,992	22,012	15,836	0	0	0	3,199	34,276	2,049	4,577	0	36,235	290,662
Lehigh Valley	60,933	28,615	59,439	33,970	22,340	20,761	0	0	27,888	5,152	55,199	2,351	6,473	0	33,977	357,099
NEPA	26,365	33,335	51,085	20,607	21,834	12,783	0	0	2,189	0	0	6,118	0	0	22,897	197,213
SEDA-COG	62,015	44,893	74,341	61,392	43,457	9,240	0	0	0	0	0	6,292	0	0	56,393	358,024
Altoona	9,359	9,986	13,372	11,921	9,311	5,097	0	0	0	0	0	1,559	816	0	10,588	72,008
Johnstown	20,991	10,710	21,879	14,798	8,559	4,408	0	0	5,414	0	0	1,847	674	0	12,967	102,248
Centre County	14,704	9,028	16,633	8,812	5,501	4,370	0	0	0	0	0	1,922	917	0	8,497	70,383
Williamsport	17,874	14,381	21,909	17,882	12,803	4,234	0	0	0	0	0	1,841	607	0	16,216	107,747
Erie	16,461	15,899	28,533	14,983	10,926	8,301	0	0	0	0	0	3,162	2,059	0	12,889	113,213
Lancaster	47,653	36,221	61,700	35,439	27,234	14,619	0	0	22,431	3,442	36,876	1,961	4,325	0	33,918	325,818
York	19,184	25,566	48,033	15,927	13,996	11,596	0	0	18,515	2,081	22,297	1,776	3,236	0	15,192	197,399
Reading	47,878	21,977	46,645	27,771	16,334	13,124	0	0	17,396	2,410	25,823	1,636	3,028	0	29,671	253,693
Lebanon	7,479	8,089	14,953	6,136	5,585	5,394	0	0	5,811	0	0	1,753	827	0	5,445	61,472
Mercer	5,732	13,179	19,840	10,764	10,417	4,557	0	0	0	0	0	1,902	0	0	9,932	76,325
Adams	11,518	8,055	17,393	4,997	5,548	4,056	0	0	0	0	0	1,571	0	0	5,634	58,773
Franklin	6,260	11,355	18,734	6,677	7,016	5,175	0	0	0	0	0	2,146	549	0	6,248	64,159
Total Urban	1,184,741	644,707	1,173,240	770,324	486,225	305,951	0	0	387,745	70,659	757,011	62,951	96,405	0	773,216	6,713,176
Northwest	29,499	35,659	62,741	29,959	27,002	6,699	0	0	0	0	0	4,974	0	0	30,438	226,971
N. Central	28,306	33,917	57,160	26,346	25,579	6,284	0	0	0	0	0	4,774	0	0	26,533	208,900
N. Tier	35,032	36,600	68,823	38,472	32,833	5,777	0	0	0	0	0	4,883	0	0	35,968	258,386
S. Alleghenies	28,611	31,049	53,154	35,043	28,904	6,295	0	0	0	0	0	4,264	0	0	32,851	220,170
Wayne County	0	7,349	12,757	4,267	5,066	3,189	0	0	0	0	0	1,021	0	0	4,020	37,670
Total Rural	121,449	144,575	254,635	134,087	119,384	28,243	0	0	0	0	0	19,915	0	0	129,810	952,097
Interstate Program	2,960,530	0	344,993	290,688	0	0	240,258	0	0	0	0	0	0	0	298,459	4,134,928
Statewide Program	0	0	0	0	0	0	0	28,121	0	121,610	0	40,000	0	249,327	0	439,058
Statewide Reserve	652,548	0	588,600	0	0	200,000	0	0	0	0	0	0	0	0	0	1,441,148
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	0	0	0	0	125,800
GRAND TOTAL	4,919,267	789,282	2,424,368	1,268,000	605,609	534,194	240,258	28,121	387,745	192,269	757,011	122,866	96,405	249,327	1,201,485	13,806,207

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,824	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,736
SPC	65,091	42,463	83,384	54,410	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,442
Harrisburg	15,710	9,136	19,487	11,881	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,991
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,826
Lehigh Valley	13,019	7,202	17,295	8,413	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,641
NEPA	5,633	8,390	14,958	5,091	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,566
SEDA-COG	13,251	11,299	21,572	15,218	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,213
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,847	18,204
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,760
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,169
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,958	8,777	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,359
York	4,099	6,435	13,940	3,944	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,680
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,604
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,961	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,103	1,232	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,033
Franklin	1,338	2,858	5,439	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,583
Total Urban	253,140	162,287	340,873	190,873	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,697
Northwest	6,303	8,975	18,257	7,418	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,250
N. Central	6,048	8,537	16,705	6,515	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,616
N. Tier	7,485	9,212	20,050	9,526	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,154
S. Alleghenies	6,113	7,815	15,528	8,674	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,226
Wayne County	0	1,850	3,706	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,940
Total Rural	25,950	36,388	74,245	33,190	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,186
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	1,235,917	198,666	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,735
SPC	65,091	42,463	83,364	54,390	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,402
Harrisburg	15,710	9,136	19,494	11,879	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,986
Scranton/WB	11,241	7,638	14,643	9,666	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,824
Lehigh Valley	13,019	7,202	17,292	8,410	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,635
NEPA	5,633	8,390	14,953	5,086	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,556
SEDA-COG	13,251	11,299	21,570	15,215	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,208
Altoona	2,000	2,513	3,883	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,852	2,180	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,757
Williamsport	3,819	3,620	6,364	4,431	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,168
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,955	8,773	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,352
York	4,099	6,435	13,939	3,943	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,677
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,603
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,101	1,230	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,029
Franklin	1,338	2,858	5,439	1,653	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,582
Total Urban	253,140	162,287	340,827	190,828	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,606
Northwest	6,303	8,975	18,253	7,415	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,244
N. Central	6,048	8,537	16,700	6,511	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,606
N. Tier	7,485	9,212	20,046	9,521	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,146
S. Alleghenies	6,113	7,815	15,523	8,670	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,217
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,990	36,389	74,228	33,173	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,152
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,559	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,733
SPC	65,091	42,463	83,346	54,373	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,367
Harrisburg	15,710	9,136	19,482	11,877	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,982
Scranton/WB	11,241	7,638	14,642	9,665	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,822
Lehigh Valley	13,019	7,202	17,289	8,408	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,630
NEPA	5,633	8,390	14,948	5,082	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,547
SEDA-COG	13,251	11,299	21,568	15,214	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,204
Altoona	2,000	2,513	3,882	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,334	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,851	2,178	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,755
Williamsport	3,819	3,620	6,363	4,430	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,166
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,952	8,771	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,347
York	4,099	6,435	13,937	3,942	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,675
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,602
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,099	1,228	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,025
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,581
Total Urban	253,140	162,267	340,787	190,788	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,526
Northwest	6,303	8,975	18,251	7,412	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,236
N. Central	6,048	8,537	16,696	6,506	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,597
N. Tier	7,485	9,212	20,042	9,518	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,138
S. Alleghenies	6,113	7,815	15,520	8,666	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,209
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	25,950	36,388	74,213	33,158	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,122
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,822	42,558	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,731
SPC	65,091	42,463	83,325	54,351	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,325
Harrisburg	15,710	9,136	19,479	11,874	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,976
Scranton/WB	11,241	7,638	14,641	9,664	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,820
Lehigh Valley	13,019	7,202	17,286	8,404	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,623
NEPA	5,633	8,390	14,943	5,076	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,536
SEDA-COG	13,251	11,299	21,566	15,211	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,200
Altoona	2,000	2,513	3,882	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,202
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,850	2,177	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,752
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,165
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,949	8,767	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,340
York	4,099	6,435	13,936	3,940	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,671
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,601
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,097	1,226	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,021
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,580
Total Urban	253,140	162,267	340,738	190,738	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,427
Northwest	6,303	8,975	18,247	7,408	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,231
N. Central	6,048	8,537	16,691	6,501	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,587
N. Tier	7,485	9,212	20,037	9,513	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,130
S. Alleghenies	6,113	7,815	15,515	8,662	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,200
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,938
Total Rural	25,950	36,388	74,195	33,140	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,085
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	1,235,917	198,656	636,292	312,000	191,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2029-2032 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,292	170,237	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,935
SPC	260,364	169,853	333,419	217,523	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,705,536
Harrisburg	62,839	36,544	77,932	47,510	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,935
Scranton/WB	44,965	30,552	58,570	38,661	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,291
Lehigh Valley	52,077	28,808	69,163	33,636	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,530
NEPA	22,533	33,561	59,801	20,335	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,207
SEDA-COG	53,002	45,197	86,275	60,858	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,825
Altoona	7,999	10,053	15,530	11,816	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,812
Johnstown	17,941	10,782	25,338	14,875	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,676
Centre County	12,567	9,089	19,407	8,716	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	71,024
Williamsport	15,276	14,479	25,454	17,722	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,668
Erie	14,068	16,007	33,015	14,861	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,379
Lancaster	40,728	36,466	71,814	35,088	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,397
York	16,396	25,739	55,752	15,769	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,703
Reading	40,920	22,126	54,022	27,538	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,410
Lebanon	6,392	8,144	17,308	6,085	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,827
Mercer	4,899	13,268	22,979	10,673	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,665
Adams	9,844	8,109	20,400	4,915	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,108
Franklin	5,350	11,432	21,754	6,810	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,327
Total Urban	1,012,561	649,070	1,363,225	763,227	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,738,256
Northwest	25,212	35,900	73,008	29,653	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,963
N. Central	24,193	34,147	66,792	26,034	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,406
N. Tier	29,941	36,848	80,175	38,078	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,568
S. Alleghenies	24,453	31,259	62,086	34,672	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,852
Wayne County	0	7,399	14,820	4,223	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,756
Total Rural	103,798	145,553	296,880	132,660	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,545
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,450	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	0	0	0	0	127,470
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,821	42,557	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,730
SPC	65,091	42,463	83,313	54,339	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,301
Harrisburg	15,710	9,136	19,478	11,872	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,973
Scranton/WB	11,241	7,638	14,640	9,663	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,819
Lehigh Valley	13,019	7,202	17,284	8,403	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,620
NEPA	5,633	8,390	14,940	5,073	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,530
SEDA-COG	13,251	11,299	21,564	15,210	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,197
Altoona	2,000	2,513	3,881	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,847	18,201
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,849	2,176	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,751
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,164
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,947	8,765	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,336
York	4,099	6,435	13,935	3,939	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,670
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,600
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,961	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,096	1,225	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,019
Franklin	1,338	2,858	5,437	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,579
Total Urban	253,140	162,287	340,710	190,711	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,373
Northwest	6,303	8,975	18,245	7,407	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,227
N. Central	6,048	8,537	16,688	6,498	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,581
N. Tier	7,485	9,212	20,035	9,511	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,125
S. Alleghenies	6,113	7,815	15,512	8,659	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,195
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,937
Total Rural	25,950	36,388	74,185	33,129	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,065
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	1,235,917	198,686	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2034 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,820	42,556	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,728
SPC	65,091	42,463	83,291	54,317	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,257
Harrisburg	15,710	9,136	19,475	11,870	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,968
Scranton/WB	11,241	7,638	14,639	9,662	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,817
Lehigh Valley	13,019	7,202	17,281	8,399	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,613
NEPA	5,633	8,390	14,934	5,067	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,519
SEDA-COG	13,251	11,299	21,562	15,207	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,192
Altoona	2,000	2,513	3,881	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,200
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,848	2,175	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,748
Williamsport	3,819	3,620	6,361	4,428	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,162
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,943	8,761	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,328
York	4,099	6,435	13,933	3,938	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,666
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,599
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,094	1,222	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,014
Franklin	1,338	2,858	5,436	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,578
Total Urban	253,140	162,287	340,659	190,660	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,270
Northwest	6,303	8,975	18,242	7,403	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,220
N. Central	6,048	8,537	16,683	6,493	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,570
N. Tier	7,485	9,212	20,030	9,506	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,115
S. Alleghenies	6,113	7,815	15,508	8,654	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,185
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,936
Total Rural	25,990	36,389	74,166	33,111	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	244,927
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2035 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,819	42,555	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,726
SPC	65,091	42,463	83,272	54,298	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,219
Harrisburg	15,710	9,136	19,472	11,867	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,963
Scranton/WB	11,241	7,638	14,638	9,661	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,815
Lehigh Valley	13,019	7,202	17,278	8,396	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,607
NEPA	5,633	8,390	14,929	5,063	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,509
SEDA-COG	13,251	11,299	21,560	15,205	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,188
Altoona	2,000	2,513	3,880	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,199
Johnstown	4,485	2,695	6,333	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,847	2,174	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,746
Williamsport	3,819	3,620	6,360	4,427	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,160
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,940	8,758	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,322
York	4,099	6,435	13,932	3,936	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,664
Reading	10,230	5,531	13,503	6,882	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,598
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,664
Adams	2,461	2,027	5,092	1,220	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,010
Franklin	1,338	2,858	5,436	1,650	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,576
Total Urban	253,140	162,267	340,616	190,616	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,183
Northwest	6,303	8,975	18,239	7,400	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,214
N. Central	6,048	8,537	16,678	6,488	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,561
N. Tier	7,485	9,212	20,026	9,502	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,108
S. Alleghenies	6,113	7,815	15,503	8,650	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,177
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,935
Total Rural	25,950	36,388	74,149	33,094	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,995
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,195	16,195	0	0	0	0	0	0	0	0	0	0	0	32,390
GRAND TOTAL	1,235,917	198,656	690,292	312,000	151,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,818	42,554	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,724
SPC	65,091	42,463	83,249	54,275	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,173
Harrisburg	15,710	9,136	19,470	11,864	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,957
Scranton/WB	11,241	7,638	14,637	9,660	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,812
Lehigh Valley	13,019	7,202	17,275	8,393	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,600
NEPA	5,633	8,390	14,923	5,057	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,498
SEDA-COG	13,251	11,299	21,557	15,203	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,183
Altoona	2,000	2,513	3,880	2,951	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,198
Johnstown	4,485	2,695	6,333	3,667	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,142	2,272	4,845	2,173	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,743
Williamsport	3,819	3,620	6,359	4,426	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,158
Erie	3,517	4,002	8,253	3,714	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,936	8,755	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,315
York	4,099	6,435	13,930	3,934	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,660
Reading	10,230	5,531	13,502	6,881	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,596
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,705
Mercer	1,225	3,317	5,743	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,663
Adams	2,461	2,027	5,089	1,218	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,006
Franklin	1,338	2,858	5,435	1,649	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,575
Total Urban	253,140	162,267	340,563	190,563	121,556	77,136	0	0	97,528	17,755	190,185	15,858	24,220	0	193,304	1,684,077
Northwest	6,303	8,975	18,235	7,396	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,207
N. Central	6,048	8,537	16,672	6,483	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,550
N. Tier	7,485	9,212	20,022	9,498	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,098
S. Alleghenies	6,113	7,815	15,498	8,645	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,167
Wayne County	0	1,850	3,702	1,053	1,267	800	0	0	0	0	0	257	0	0	1,005	9,934
Total Rural	25,950	36,388	74,130	33,075	29,846	7,105	0	0	0	0	0	5,010	0	0	32,452	243,955
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,815	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,268	16,268	0	0	0	0	0	0	0	0	0	0	0	32,535
GRAND TOTAL	1,235,917	198,656	636,292	312,000	191,402	134,241	60,360	7,030	97,528	48,314	190,185	30,868	24,220	62,639	300,371	3,544,024

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2033-2036 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP- Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,278	170,223	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,908
SPC	260,364	169,853	333,126	217,230	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,704,950
Harrisburg	62,839	36,544	77,895	47,473	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,861
Scranton/WB	44,965	30,552	58,556	38,646	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,262
Lehigh Valley	52,077	28,808	69,118	33,591	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,441
NEPA	22,533	33,561	59,726	20,260	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,056
SEDA-COG	53,002	45,197	86,243	60,826	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,760
Altoona	7,999	10,053	15,523	11,809	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,798
Johnstown	17,941	10,782	25,334	14,671	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,668
Centre County	12,567	9,089	19,389	8,696	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	70,989
Williamsport	15,276	14,479	25,441	17,709	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,643
Erie	14,068	16,007	33,013	14,859	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,374
Lancaster	40,728	36,466	71,765	35,039	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,301
York	16,396	25,739	55,731	15,747	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,660
Reading	40,920	22,126	54,013	27,529	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,393
Lebanon	6,392	8,144	17,306	6,083	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,824
Mercer	4,899	13,268	22,975	10,670	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,657
Adams	9,844	8,109	20,371	4,885	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,049
Franklin	5,350	11,432	21,745	6,601	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,308
Total Urban	1,012,561	649,070	1,362,548	762,551	486,225	308,544	0	0	390,114	71,021	760,740	63,432	96,880	0	773,216	6,736,903
Northwest	25,212	35,900	72,961	29,606	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,868
N. Central	24,193	34,147	66,721	25,962	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,263
N. Tier	29,941	36,848	80,114	38,017	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,446
S. Alleghenies	24,453	31,259	62,022	34,608	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,724
Wayne County	0	7,399	14,813	4,216	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,742
Total Rural	103,798	145,553	296,629	132,409	119,384	28,420	0	0	0	0	0	20,039	0	0	129,810	976,042
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,450	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	64,663	64,663	0	0	0	0	0	0	0	0	0	0	0	129,325
GRAND TOTAL	4,943,670	794,623	2,761,169	1,248,000	605,609	536,964	241,441	28,121	390,114	193,255	760,740	123,471	96,880	250,556	1,201,485	14,176,098

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	917.32	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	2,789.84
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	19,870.50	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	60,432.07
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	2,511.65	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	7,638.68
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	980.14	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	2,980.89
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	3,011.40	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	9,158.54
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	5,099.07	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	15,507.78
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	2,185.49	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	6,646.71
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	473.52	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	1,440.12
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	266.24	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	809.71
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	1,210.73	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	3,682.18
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	838.16	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	2,549.10
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	149.51	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	454.71
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	3,270.42	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	9,946.32
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	1,466.71	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	4,460.68
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	585.48	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	1,780.62
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	119.02	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	361.98
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	257.95	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	784.52
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	2,016.69	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	6,133.36
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	641.37	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	1,950.60
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	3,203.35	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	9,742.32
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	4,861.74	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	14,785.99
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	4,137.12	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	12,582.20
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	4,350.41	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	13,230.90
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	476.00	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	1,447.66
Total (No IM)	874,635.9	100.00%	15,640.00	15,700.00	15,750.00	15,810.00	62,900.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	16,195.00	16,267.50	191,297.50

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	456.18	457.93	459.39	461.14	1,834.64	462.09	463.91	465.51	467.48	468.58	470.62	472.37	474.48	5,579.68
SPC	276,302.9	31.59%	9,881.55	9,919.45	9,951.05	9,988.95	39,741.00	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	10,232.20	10,278.01	120,864.13
Harrisburg	34,925.0	3.99%	1,249.04	1,253.83	1,257.82	1,262.62	5,023.31	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	1,293.36	1,299.15	15,277.36
Scranton/WB	13,629.0	1.56%	487.42	489.29	490.85	492.72	1,960.28	493.73	495.68	497.39	499.50	500.67	502.85	504.72	506.98	5,961.78
Lehigh Valley	41,874.0	4.79%	1,497.56	1,503.30	1,508.09	1,513.84	6,022.79	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	1,550.70	1,557.64	18,317.09
NEPA	70,903.5	8.11%	2,535.75	2,545.48	2,553.59	2,563.32	10,198.14	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	2,625.74	2,637.49	31,015.56
SEDA-COG	30,389.6	3.47%	1,086.84	1,091.01	1,094.48	1,098.65	4,370.98	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	1,125.40	1,130.44	13,293.43
Altoona	6,584.4	0.75%	235.48	236.38	237.14	238.04	947.04	238.53	239.47	240.30	241.32	241.88	242.93	243.84	244.93	2,880.24
Johnstown	3,702.1	0.42%	132.40	132.91	133.33	133.84	532.48	134.11	134.64	135.11	135.68	136.00	136.59	137.10	137.71	1,619.42
Centre County	16,835.4	1.92%	602.09	604.40	606.33	608.64	2,421.46	609.89	612.29	614.41	617.01	618.45	621.15	623.46	626.25	7,364.37
Williamsport	11,654.8	1.33%	416.82	418.41	419.75	421.35	1,676.32	422.21	423.88	425.34	427.14	428.14	430.01	431.61	433.54	5,098.20
Erie	2,079.0	0.24%	74.35	74.64	74.88	75.16	299.03	75.31	75.61	75.87	76.19	76.37	76.71	76.99	77.34	909.42
Lancaster	45,475.8	5.20%	1,626.37	1,632.61	1,637.81	1,644.05	6,540.84	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	1,684.08	1,691.62	19,892.64
York	20,394.8	2.33%	729.39	732.19	734.52	737.32	2,933.41	738.83	741.75	744.31	747.46	749.21	752.47	755.27	758.65	8,921.37
Reading	8,141.2	0.93%	291.16	292.27	293.21	294.32	1,170.96	294.93	296.09	297.11	298.37	299.07	300.37	301.49	302.84	3,561.23
Lebanon	1,655.0	0.19%	59.19	59.42	59.60	59.83	238.04	59.95	60.19	60.40	60.65	60.80	61.06	61.29	61.56	723.95
Mercer	3,586.9	0.41%	128.28	128.77	129.18	129.67	515.91	129.94	130.45	130.90	131.46	131.77	132.34	132.83	133.43	1,569.03
Adams	28,042.5	3.21%	1,002.90	1,006.74	1,009.95	1,013.80	4,033.39	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	1,038.49	1,043.13	12,266.73
Franklin	8,918.4	1.02%	318.95	320.18	321.20	322.42	1,282.74	323.08	324.36	325.48	326.86	327.62	329.05	330.27	331.75	3,901.21
Northwest	44,543.1	5.09%	1,593.02	1,599.13	1,604.22	1,610.33	6,406.69	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	1,649.54	1,656.93	19,484.64
N. Central	67,603.4	7.73%	2,417.73	2,427.01	2,434.74	2,444.01	9,723.48	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	2,503.53	2,514.73	29,571.99
N. Tier	57,527.4	6.58%	2,057.38	2,065.27	2,071.85	2,079.74	8,274.24	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	2,130.39	2,139.92	25,164.41
S. Alleghenies	60,493.3	6.92%	2,163.45	2,171.75	2,178.67	2,186.97	8,700.83	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	2,240.22	2,250.25	26,461.79
Wayne	6,618.9	0.76%	236.71	237.62	238.38	239.29	952.00	239.78	240.73	241.56	242.58	243.15	244.21	245.11	246.21	2,895.33
Total (No IM)	874,635.9	100.00%	31,280.00	31,400.00	31,500.00	31,620.00	125,800.00	31,685.00	31,810.00	31,920.00	32,055.00	32,130.00	32,270.00	32,390.00	32,535.00	382,595.00

Appendix 4: Asset Management Factor

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
 - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
 - Contractor also collects pavement condition for Local Federal Aid roads
 - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys
- Condition Survey Field Manuals:
 - Publication 336: Pavement (Bituminous & Jointed Concrete)
 - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
 - Publication 33: Shoulder And Guide Rail
 - Publication 73: Storm Water Facility
- Treatments/Dollar Needs:
 - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 4: Asset Management Factor

Bridges

- Condition Surveys
 - Bridge inspections have been performed through progressive Federal minimum standards since 1971
 - Bridges are inspected every 2 years or less, depending on condition
- Condition Survey Field Manual
 - Publication 100A
- Treatment / Dollar needs
 - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
 - For each bridge, the treatment and cost are determined.
 - Total cost of treatments = Dollar Needs
 - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2025 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
		1/4 Pavement AMF*
	Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crasheses versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$50 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula based on 2020 census	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
Carbon Reduction	1/3 Vehicle Miles Travelled	
	1/3 Lane Miles	
	1/3 Vehicle Registrations	
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census	
PROTECT	Statewide 2025, 2026, Distributed regionally thereafter. Formula TBD	

* Asset Management Factor

Appendix 6: 2025 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	416,220	849,850	15,100	1,281,170
	Upper Merion	0	19	0	19
	PAAC	135,540	280,383	12,500	428,423
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	551,760	1,287,418	56,064	1,895,242
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	0	0	22,306	22,306
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	31,570	0	0	31,570
	Other Unallocated (Urban/Rural)	47,980	32,940	0	80,920
	GRAND TOTAL	631,310	1,350,535	83,640	2,065,485

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	424,100	849,850	15,100	1,289,050
	Upper Merion	0	19	0	19
	PAAC	138,110	280,383	12,500	430,993
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	562,210	1,287,418	56,064	1,905,692
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	0	0	22,306	22,306
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	32,160	0	0	32,160
	Other Unallocated (Urban/Rural)	48,890	66,703	0	115,593
	GRAND TOTAL	643,260	1,384,298	83,640	2,111,198

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and Pwd Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2027 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	431,910	849,850	15,100	1,296,860
	Upper Merion	0	19	0	19
	PAAC	140,650	280,383	12,500	433,533
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	572,560	1,287,418	56,064	1,916,042
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	0	0	22,306	22,306
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	32,760	0	0	32,760
	Other Unallocated (Urban/Rural)	49,790	101,311	0	151,101
	GRAND TOTAL	655,110	1,418,906	83,640	2,157,656

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	442,420	849,850	15,100	1,307,370
	Upper Merion	0	19	0	19
	PAAC	144,070	280,383	12,500	436,953
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	586,490	1,287,418	56,064	1,929,972
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	0	25,188	5,270	30,458
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	0	0	22,306	22,306
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	0	4,989	0	4,989
	PennDOT Discretion	33,550	0	0	33,550
	Other Unallocated (Urban/Rural)	51,000	136,783	0	187,783
	GRAND TOTAL	671,040	1,454,378	83,640	2,209,058

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2025-2028 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,714,650	3,399,400	60,400	5,174,450
	Upper Merion	0	76	0	76
	PAAC	558,370	1,121,532	50,000	1,729,902
	AMTRAN -- Blair	0	16,520	0	16,520
	BCTA -- Beaver	0	20,308	2,592	22,900
	CAT -- Dauphin	0	48,572	5,520	54,092
	CATA -- Centre	0	39,916	1,172	41,088
	CCTA -- Cambria	0	36,100	3,684	39,784
	COLTS -- Lackawanna	0	35,940	7,936	43,876
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	39,640	22,800	62,440
	EMTA -- Erie	0	52,164	4,864	57,028
	FACT -- Fayette	0	7,232	2,308	9,540
	HPT -- Hazleton	0	10,688	0	10,688
	LANTA -- Lehigh-Northampton	0	96,644	14,512	111,156
	LCTA -- Luzerne	0	32,556	2,776	35,332
	Martz	0	52	0	52
	LT -- Lebanon	0	10,840	2,416	13,256
	MMVTA -- Mid Mon Valley	0	15,744	0	15,744
	MCTA -- Monroe	0	10,728	5,488	16,216
	Pottstown -- Montgomery	0	7,160	0	7,160
	SCTA -- South Central	0	91,064	18,448	109,512
	SVSS -- Shenango Valley	0	4,352	3,852	8,204
	WCTA -- Washington	0	8,020	8,860	16,880
	WBT -- Williamsport	0	23,424	0	23,424
	WCTA -- Westmoreland	0	21,000	6,628	27,628
	Urban Total	2,273,020	5,149,672	224,256	7,646,948
RURAL	ATA	0	30,128	1,644	31,772
	BTA -- Butler	0	5,328	0	5,328
	Carbon	0	1,292	2,024	3,316
	CATA -- Crawford	0	8,200	3,140	11,340
	EMTA -- Endless Mtns.	0	6,364	5,164	11,528
	ICTA -- Indiana	0	9,248	1,668	10,916
	Mid-County -- Armstrong	0	3,020	1,260	4,280
	Mt. Carmel	0	1,704	0	1,704
	NCATA -- New Castle	0	23,128	0	23,128
	STS -- Schuylkill	0	8,508	4,128	12,636
	TAWC -- Warren	0	3,832	2,052	5,884
	Rural Total	0	100,752	21,080	121,832
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,656	4,656
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,656	2,656
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lyscoming)	0	0	4,204	4,204
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,436	3,436
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	4,648	4,648
	Shared-Ride Total	0	0	89,224	89,224
Other Agencies	Bucks County Transport	0	3,008	0	3,008
	Chester County TMA	0	4,652	0	4,652
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Plash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	4,484	0	4,484
	Other Agency Total	0	19,956	0	19,956
	PennDOT Discretion	130,040	0	0	130,040
	Other Unallocated (Urban/Rural)	197,660	337,737	0	535,397
	GRAND TOTAL	2,600,720	5,608,117	334,560	8,543,397

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2025						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

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² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2027						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

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³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	FFY 2028						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	12,073
Altoona*	1,733	0	0	0	0	0	1,733
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	6,172	0	0	0	0	0	6,172
Harrisburg*	7,135	0	664	0	0	573	8,372
Hanover*	1,312	0	0	0	0	0	1,312
Hazleton*	1,175	0	0	0	0	0	1,175
Johnstown*	2,486	22	0	0	0	0	2,508
Lancaster*	6,428	0	615	0	0	527	7,570
Lebanon*	1,517	0	0	0	0	0	1,517
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	138,400	189,505	5,258	0	0	8,451	341,613
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	86,425
Pottstown* ¹	1,889	0	0	0	0	0	1,889
Reading*	4,876	0	392	0	0	419	5,686
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	7,750
Sharon ³	0	0	98	0	0	0	98
State College*	5,592	0	0	0	0	0	5,592
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	2,315	0	0	0	0	0	2,315
York*	4,347	0	350	0	0	377	5,074
Large Urban	8,585	5,967	0	0	0	0	14,552
Small Urban	2,187	0	3,146	0	0	1,872	7,205
Large or Small Urban	0	17,997	0	0	0	4,000	21,997
Non Urbanized	0	0	3,583	27,391	0	0	30,974
Intercity Bus	0	0	0	4,834	0	0	4,834
Appalachian Counties	0	0	0	0	6,428	0	6,428
TOTALS	258,581	248,367	18,364	32,224	6,428	20,899	584,862

Date prepared: 3/20/2023

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² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

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Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 (\$000)

Federal Transit	Total FFY 2025 - FFY 2028						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	41,138	0	3,708	0	0	3,445	48,290
Altoona*	6,931	0	0	0	0	0	6,931
East Stroudsburg ²	0	0	0	0	0	0	0
Erie*	24,688	0	0	0	0	0	24,688
Harrisburg*	28,538	0	2,655	0	0	2,294	33,487
Hanover*	5,248	0	0	0	0	0	5,248
Hazleton*	4,700	0	0	0	0	0	4,700
Johnstown*	9,946	86	0	0	0	0	10,032
Lancaster*	25,713	0	2,459	0	0	2,108	30,280
Lebanon*	6,067	0	0	0	0	0	6,067
Monessen ²	0	0	0	0	0	0	0
Philadelphia**	553,599	758,021	21,030	0	0	33,803	1,366,453
Pittsburgh**	182,300	139,505	10,857	0	0	13,039	345,701
Pottstown* ¹	7,556	0	0	0	0	0	7,556
Reading*	19,503	0	1,567	0	0	1,675	22,744
Scranton/Wilkes-Barre*	26,295	0	2,469	0	0	2,237	31,001
Sharon ³	0	0	392	0	0	0	392
State College*	22,368	0	0	0	0	0	22,368
Uniontown-Connellsville ²	0	0	0	0	0	0	0
Williamsport*	9,260	0	0	0	0	0	9,260
York*	17,386	0	1,399	0	0	1,509	20,295
Large Urban	34,340	23,869	0	0	0	0	58,209
Small Urban	8,748	0	12,585	0	0	7,487	28,820
Large or Small Urban	0	71,986	0	0	0	16,000	87,986
Non Urbanized	0	0	14,332	109,563	0	0	123,895
Intercity Bus	0	0	0	19,335	0	0	19,335
Appalachian Counties	0	0	0	0	25,711	0	25,711
TOTALS	1,034,323	993,467	73,454	128,898	25,711	83,596	2,339,449

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

¹ Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

² Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

³ Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

⁴ Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 8
2025-2028 Federal and State Transit Funding by Region
(\$000)

Region	2025			2026			2027			2028			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	343,502	1,299,193	1,642,695	343,502	1,307,073	1,650,575	343,502	1,314,883	1,658,385	343,502	1,325,393	1,668,895	1,374,009	5,246,542	6,620,551
SPC	86,425	465,554	551,979	86,425	468,124	554,549	86,425	470,664	557,089	86,425	474,084	560,509	345,701	1,878,426	2,224,127
Harrisburg	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	33,487	54,092	87,579
Scranton/WB	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	35,701	89,948	125,649
Lehigh Valley	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	48,290	111,156	159,446
NEPA	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	34,048	34,048
SEDA-COG	0	856	856	0	856	856	0	856	856	0	856	856	0	3,424	3,424
Altoona	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	6,931	21,176	28,107
Johnstown	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	10,032	39,784	49,816
Centre County	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	22,368	43,744	66,112
Williamsport	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	9,260	27,628	36,888
Erie	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	24,688	57,028	81,716
Lancaster	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	30,280	0	30,280
York	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	25,543	0	25,543
Reading	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	22,744	0	22,744
Lebanon	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	6,067	13,256	19,323
Mercer	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	392	8,204	8,596
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	498,873	1,890,619	2,389,492	498,873	1,901,069	2,399,942	498,873	1,911,419	2,410,292	498,873	1,925,349	2,424,222	1,995,493	7,628,456	9,623,949
Northwest	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	20,536	20,536
N. Central	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	31,772	31,772
N. Tier	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	14,964	14,964
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	4,648	4,648
Total Rural	0	0	19,388	0	19,388	19,388	0	19,388	19,388	0	19,388	19,388	0	77,552	77,552
Unallocated	85,989	112,490	198,479	85,989	147,753	233,742	85,989	183,861	269,850	85,989	221,333	307,322	343,956	665,437	1,009,393
Multiple -- SCTA*	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	27,378	27,378	0	109,512	109,512
Multiple -- CPTA*	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	15,610	15,610	0	62,440	62,440
Grand Total	584,862	2,046,097	2,650,347	584,862	2,111,198	2,696,060	584,862	2,157,656	2,742,518	584,862	2,209,058	2,793,921	2,339,449	8,543,397	10,882,846

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs

* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

April 19, 2023

**PENNSYLVANIA'S 2025
TRANSPORTATION PROGRAM
GENERAL AND PROCEDURAL
GUIDANCE**

2025 Transportation Program General and Procedural Guidance

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2025 Transportation Program General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2023-2026 STIP Federal Planning Finding](#), these regulations guide the development process of the 2025 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the [Fixing America's Surface Transportation](#) (FAST) Act and [Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law](#) (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

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This document will oversee the development process of the 2025 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

BACKGROUND AND REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2025 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
← TYP →											
← TAMP →											

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Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

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limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the [2023 Transportation Performance Report \(TPR\)](#) by the STC on February 22, 2023, was the official start of the 2025 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. During this comment period, the public was encouraged to take an online [transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The 'pop-up' events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

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STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the [Title VI folder](#) on SharePoint.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. Recently, FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

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Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principal points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in [49 CFR 21.9](#) and [28 CFR 42.406](#). FHWA is awaiting further guidance regarding the DOT Title VI Order ([DOT 1000.12C](#)) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt [ADA/Section 504](#) complaint procedures in accordance with [49 CFR 27.13](#). Each subrecipient must satisfy the requirements of [49 CFR 27.15](#). A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by [Executive Order 14008](#) and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

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- [Carbon Reduction Program \(CRP\)](#)
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)
- [PROTECT Formula Program](#)
- [Transportation Alternatives Set-Aside \(TASA\)](#)
- [Buses and Bus Facilities Formula Program](#)

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the [USDOT's Justice40 Initiative](#) website. A [listing of Discretionary and Formula programs](#) identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#).

An example of a self-certification resolution can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

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PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Engineering Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

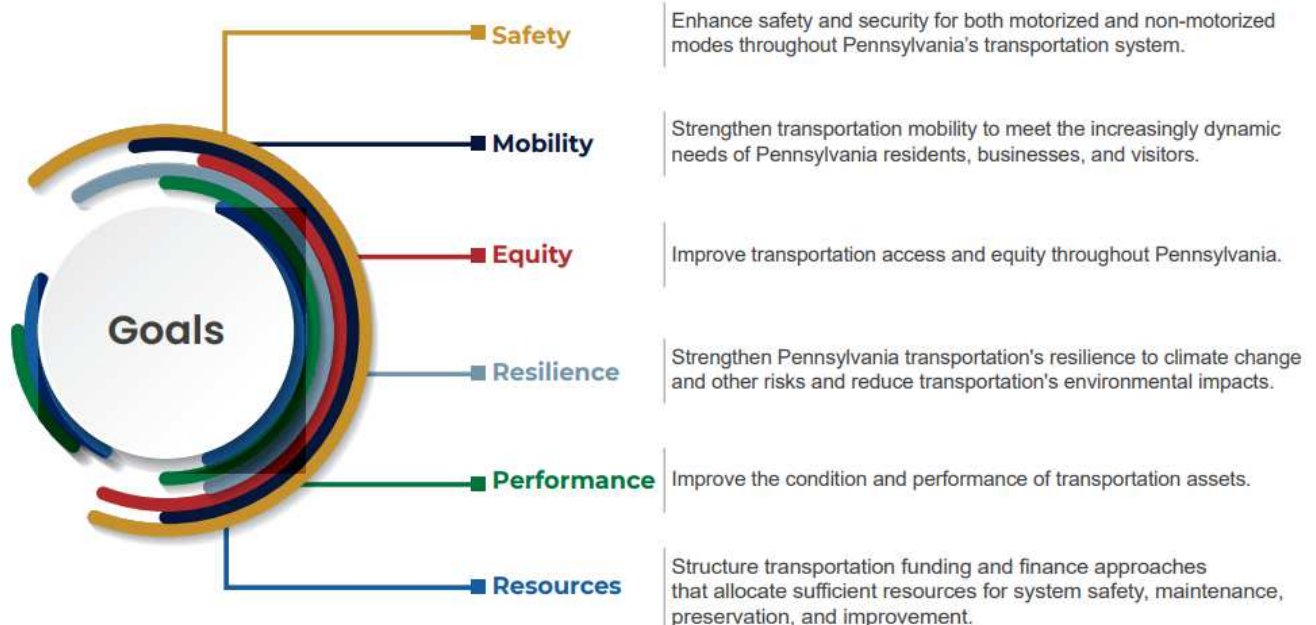
The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. "Cultural resources" is a term that is typically used synonymously with the term "historic properties", which are defined in the [National Historic](#)

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[Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation's implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania's communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania's [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), [Publication 394](#) and [394A](#), is Pennsylvania's current LRTP of record and the 2045 Freight Movement Plan (FMP), [Publication 791](#) and [791A](#), is Pennsylvania's current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania's statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent [federal requirements](#) from the IIJA/BIL and to keep the plan policies for Pennsylvania's freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



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Pennsylvania MPOs and RPOs are required to have their own regional L RTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional L RTPs in the form of its [Regional Long-Range Transportation Plan Guidance](#) PUB 575. In 2020, PennDOT also created a new resource for L RTP plan making and freight planning. [Freight Planning Guidance](#) PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional L RTPs.

Regional L RTPs are to be consistent with the goals laid out in the statewide L RTP. Responsive L RTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional L RTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional L RTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA/BIL. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.

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The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

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- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOMO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

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The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania 2045 Freight Movement Plan](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [National Roadway Safety Strategy](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

In addition to tracking the PM1 targets, [special rules](#) have been established and sustained under the IJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

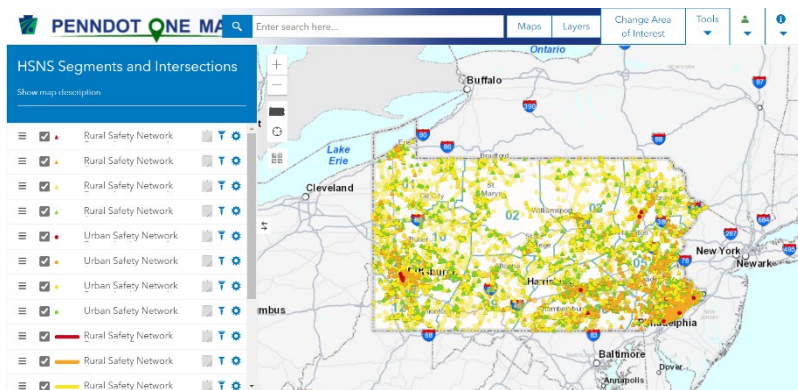
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achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.



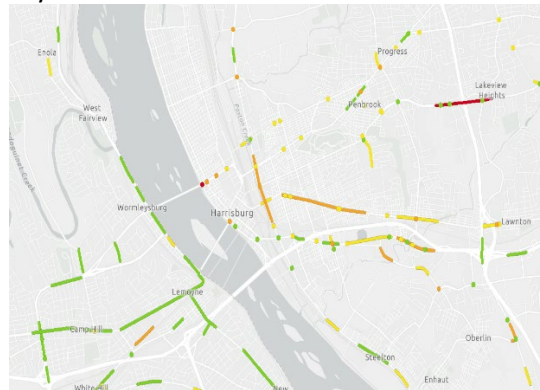
The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network screening is key to identifying locations with a high

potential to improve safety. This evaluation has been mapped and is included in [PennDOT's OneMap](#), [PCIT](#), and [CDART](#) crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

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(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.



Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)

Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset.

MPOs/RPOs should use this information to assess the complexity of the project needed. For example, can a situation involving roadway

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departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivering projects that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets and avoiding penalties for the target metrics, VRUs, and HRRRs.

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – Highway Safety Program Guide](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)
- [FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance](#)
- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

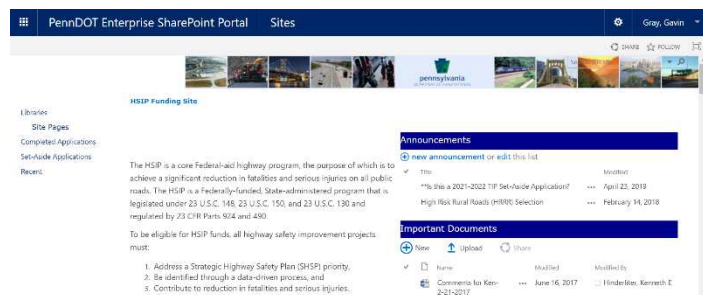
More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

The [HSIP Project Application Site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise



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where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least \$50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management

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objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has

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developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions
- projected future conditions
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

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As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional L RTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional progress toward meeting the statewide targets. This may consist of tables or online maps of travel congestion and reliability measures.

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With support from the MPOs/RPOs, PennDOT CPDM and BOO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

Transportation Systems Management and Operations

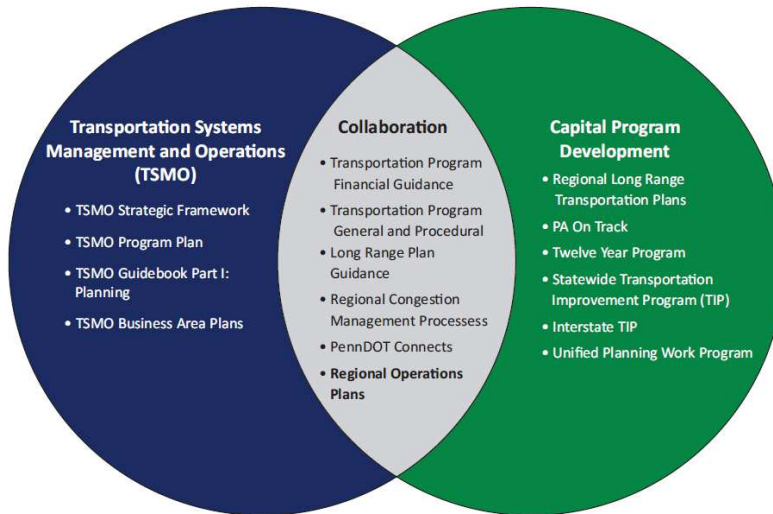
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. **TSMO strategies must first be considered before the implementation of a capacity-adding project.** TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met, both during the construction phase and after completion of the project.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

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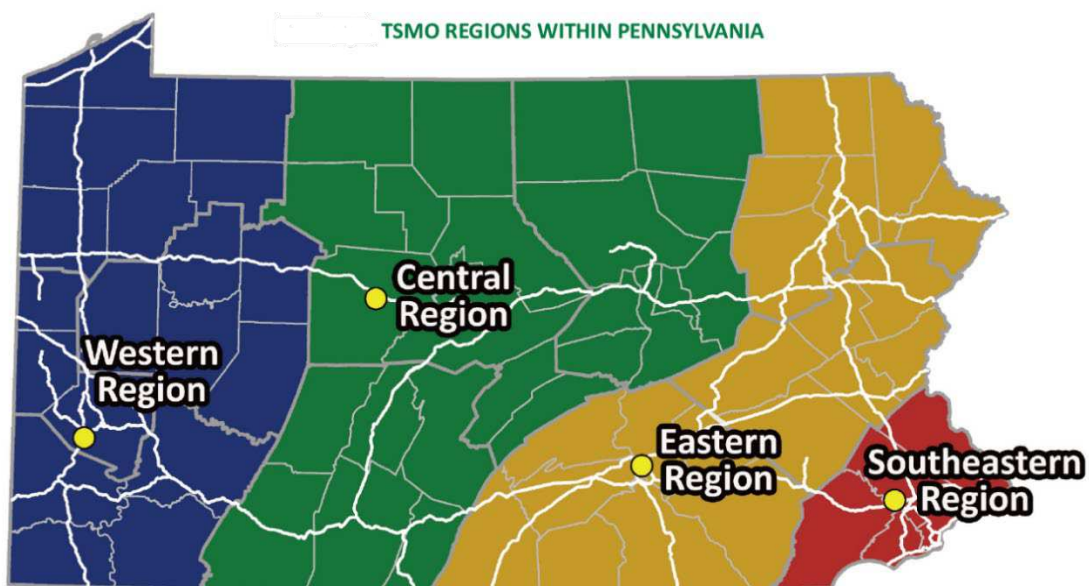
TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects.

Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania's four TSMO regions to better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).



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The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA/BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#).

IIJA/BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [2045 Freight Movement Plan](#), contained in [PUB 791](#) and [PUB 791A](#), must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

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The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the [CRP Implementation Guidance](#). These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IIJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's [PROTECT Formula Program Guidance](#).

IIJA/BIL requires that at least 2 percent of PROTECT apportioned funds are utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IIJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

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Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous “insufficient data” and “orphan maintenance” (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.
- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the

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final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA’s [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple

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funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality “Significant” or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual [CMAQ report](#) to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the [FHWA CMAQ Tracking System](#). A final report will be made available to the public through the [FHWA CMAQ Public Access System](#).

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs. MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT’s biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [IIJA/BIL – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)
- [Applicability Determination for CMAQ Measures](#)

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Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP

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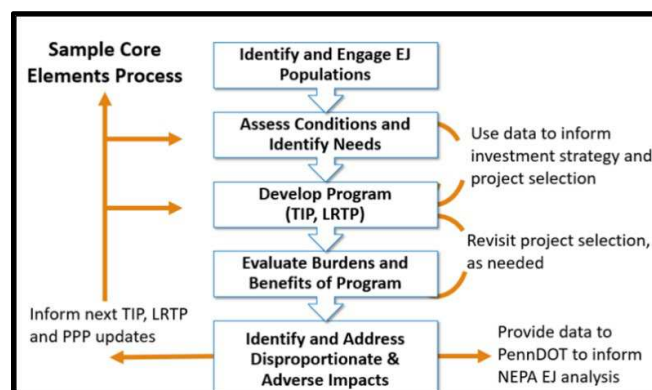
update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid, minimize or mitigate these impacts. It is important to note that determinations of disproportionately high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis:



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Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A **list** of Pennsylvania's Tier I and II transit agencies is found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

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FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2025 Program Financial Guidance](#) document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

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Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

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The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR](#)

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[450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.
2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and

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Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.

3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.

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- e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
- f. Board adoption and approval of the TIP and/or LRTP
- g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on

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coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA/BIL further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

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Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Formula Program

The IIJA/BIL provides states with \$7.5 billion to help make [EV charging](#) more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the \$2.5 [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania will receive \$171.5 million in dedicated formula funding over the first five years of the [NEVI Formula Program](#).

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. **PennDOT's NEVI Plan**

Priorities include:

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.

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- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2025 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the

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Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportation.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

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TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2025 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

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An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2024 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase

2025 Transportation Program General and Procedural Guidance

- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule

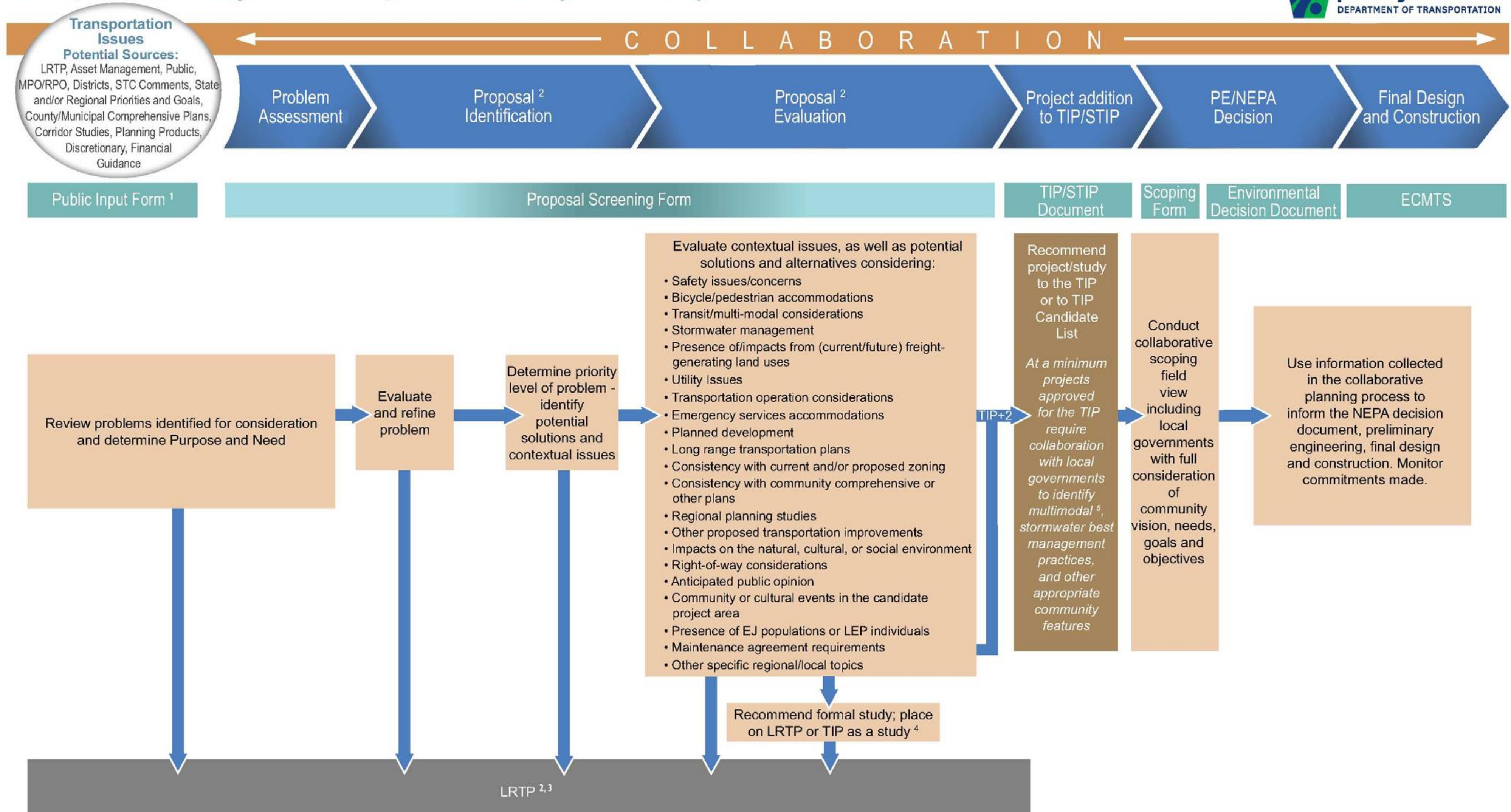
CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

Appendix 1 - 2025 Transportation Program Development Schedule

2025 Program Development Schedule (Continued)

CY 2024 Activity	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs (Continued from CY 2023)												
PennDOT CPDM completes initial review of the preliminary draft TIPs												
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program												
PennDOT CPDM to hold draft program review discussions												
Interagency air quality consultation												
Central Office notifies FHWA Draft TIPs are ready for eligibility review												
MPOs, RPOs and PennDOT conduct air quality conformity analysis												
STIP Executive Summary Development												
TIP Public Comment Periods						6/17						
STIP Public Comment Period (15 day)						6/18-7/3						
CPDM to review STIP public comments												
MPOs/RPOs adopt regional TIPs												
MPOs/RPOs submit regional TIPs to PennDOT CPDM							7/15					
PennDOT CPDM reviews TIP submissions for STIP submittal												
STC approves TYP												
PennDOT submits STIP to FHWA/FTA on behalf of Governor												
FHWA/FTA reviews and approves air quality conformity documents and STIP												
2025 Program Begins										10/1		

Transportation Program Development and Project Delivery Process



Footnotes:

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

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. MPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

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SEPTA's Financial Capacity Analysis and TAM Plan

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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority (“SEPTA” or the “Authority”) has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. Notwithstanding the Authority’s long-term financial capacity, SEPTA acknowledges that the COVID-19 pandemic has adversely affected travel and utilization of the Authority’s services along with SEPTA’s operations and financial results. SEPTA has received \$1.67 billion in Federal COVID-19 Relief funding (Coronavirus Aid, Relief, and Economic Security (CARES) Act of March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) of January 2021; and the American Rescue Plan Act (ARPA) of March 2021), which provided economic assistance to American workers, businesses, and industries impacted by COVID-19. These relief dollars have helped SEPTA offset the adverse financial impacts of the COVID-19 pandemic. As of May 1, 2024, SEPTA has exhausted 99% of the COVID relief funding. As of February 2024, SEPTA ridership has reached 70.3% of pre-COVID levels with 16.19% system-wide growth compared to February 2023. SEPTA will require additional subsidies to maintain service levels while ridership continues to recover. Governor Shapiro’s FY 2025 Budget proposes a 1.75% increase in allocation of state sales tax receipts to public transportation agencies statewide to meet immediate and future needs. The increase will provide an additional \$283 million to the Public Transportation Trust Fund annually, including \$161 million to SEPTA. This additional subsidy will enable SEPTA to maintain operations at current levels for 6 years.

A. Scope of Operations

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

- 125 Bus Routes (including 5 circulator routes & shuttle services)
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities

System-wide ridership in February 2024 was 69% of pre-COVID February 2019 ridership. This marks the highest recovery rate since the start of the pandemic. System-wide ridership increased 14% from February 2023. On average there were approximately 86,304 more trips per day in February 2024 compared to February 2023. This is based on the calendar month. Average daily ridership was 695,795 unlinked passenger trips across all modes.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Bus mode ridership recovery reached 80% for the first time. Bus & trackless trolley ridership increased 9% from February 2023 (352,274) to February 2024 (383,806).

Trolley ridership recovery is at 63% as of February 2024 when compared to the pre-COVID February 2019 total. October 2023 ridership was the highest both in terms of the total number of unlinked passenger trips and recovery rate. February 2024 is now the second highest in terms of ridership recovery and total ridership. Ridership recovery on both Saturdays and Sundays stands at 81%.

Combined Broad Street Line and Market-Frankford Line ridership has increased 24% relative to February 2023 and is at 57% of pre-pandemic levels based on revenue ridership data.

Regional Rail experienced its highest average daily ridership (77,066) and ridership recovery rate (64%) since the start of the pandemic. Ridership has also increased 19% relative to February 2023 - an increase of 12,346 unlinked trips per day.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2019 through Fiscal Year 2023.) From FY 2019 to FY 2023 passenger revenue declined at a compound average growth rate of -13.9%. Operating expenses during the five-year period increased from \$1.411 billion to \$1.546 billion, reflecting a compound average growth rate of 2.3% per year. Operating subsidies increased from \$894 million in FY 2019 to \$1.240 billion in FY 2023, an average rise of 8.5% per year. Operations for Fiscal Years 2019 through 2023 resulted in a relatively small surplus each year as total operating revenues, subsidies and investment income exceeded total expenses by an average of \$1.175 million over the five-year period. Investment income for Fiscal Years 2019 through 2023 is shown in the appendix and reflects financial market conditions and fund balances.

Transportation usage decreased during the five-year period at an average of 12.2% per year. The number of total unlinked passenger trips decreased from 292.9 million in FY 2019 to 174.0 million unlinked trips in FY 2023. The 174.0 million unlinked trips are up 64.5% from FY 2021, however, showing significant recovery in the wake of the COVID-19 pandemic.

SEPTA was able to meet its financial obligations during the five-year period and its long-term debt, incurred for capital expenditures, increased from \$710.4 million on June 30, 2019 to \$837.1 million on June 30, 2023, driven by the first issuance of \$550 million Asset Improvement Program Bonds in the fall of 2022. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, decreased from 36.5% in 2019 to 18.9% in 2023.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

C. Current Condition

For FY 2023, the most recent fiscal year for which comparative information is available, total passenger revenue increased 11.3% relative to the prior fiscal year. Operating expenses increased by 8.5% primarily due to higher labor and fringe benefits, services, fuel and lubricant costs, utilities, purchased transportation, lease rentals, and depreciation. Total government subsidies needed to support operations increased 6.9% from \$1.161 billion in FY 2022 to \$1.240 billion in FY 2023 primarily to the receipts of CARES Act funding. On March 27, 2020, the U.S. Congress passed, and the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. The Authority was awarded \$644 million in CARES Act funding, a portion of which offset the significant passenger revenue shortfall resulting from lower ridership related to the COVID-19 pandemic. The CARES Act Grant was awarded by the Federal Transit Administration on June 3, 2020. Subsequently the U.S. Congress passed two more relief bills: the Coronavirus Response and Relief Supplemental Act (CRRSA) on December 27, 2020, and the American Rescue Plan Act (ARPA) on March 11, 2021. The Authority recognized \$8.7 million in federal CARES Act, \$45.5 million in CRRSAA, \$360.0 million in ARPA in funding to help offset lower passenger revenues. FY 2023 ended with an operating surplus of \$418,000.

The Authority's Fiscal Year 2023 audited financial results are prepared in accordance with generally accepted accounting principles (GAAP).

D. Financial Projections

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In July 2022, contributions to the Commonwealth's Public Transportation Trust fund transitioned to Motor Vehicle Sale Tax Revenues. In October 202, SEPTA issued \$550 million of Asset Improvement Program Bonds to support various capital projects. SEPTA anticipates issuing \$1.6B of bonds for certain capital projects, such as rail car acquisitions, to assist in financing the FY 2025 capital program.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2030.

Forecast Assumptions By Category:

Passenger Revenue

Passenger Revenue and Shared Ride Revenue is projected to grow an average of 4.4% over the five-year period, with total Operating Revenue projected to eventually reach 83% of pre-COVID levels in FY 2030.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Other Income

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, scrap sales, and property damage recoveries. Other Revenue is expected to increase approximately 1% per year.

Expenses

Total expenses are projected to grow 2.3% annually with fringe benefits expected to grow at a higher rate, driven by wage adjustments and contractual labor agreements.

Subsidy

In response to the COVID-19 pandemic, three Federal relief bills were passed: The Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) in January 2021; and the American Rescue Plan Act (ARPA) in March 2021. In FY 2025, Federal Subsidy will decrease 83.7% from the FY 2024 budget, reflecting the exhaustion of SEPTA's last one-time non-recurring COVID Relief from ARPA. The remaining sources of federal subsidy include ongoing federal support for capital leases, debt service, and highway pass-through funds.

The subsidy category also reflects the anticipated increase to funding provided by the Commonwealth as proposed in the Governor's Executive Budget for 2024-2025. This increase contemplates an increase of 1.75% to the current 7.68% of all Sales and Use Tax receipts, injecting an additional \$283 million into mass transportation across the Commonwealth. These dollars will be deposited into the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013. In concert with SEPTA's Service Stabilization Fund, these dollars will enable SEPTA to maintain operations at current levels for 6 years.

E. Capital Program

The Fiscal Year 2025 Capital Budget was developed based on the following principles:

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

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program:

- Federal funding levels based on the transportation funding authorization, Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA).
- Transition of state sources of capital assistance from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax.
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Capital financing to manage cash flow obligations. SEPTA is planning the implementation of a multi-year borrowing program utilizing State Motor Vehicle Sales Tax revenues for repayment.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Fiscal Year 2025 Projects

SEPTA's Proposed Fiscal Year 2025 Capital Budget totals \$922.8 million, a 5.5% decrease from the FY 2024 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

Rebuilding the System

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

Safety and Security

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

Vehicle Acquisitions and Overhauls

Projects include replacing buses and utility vehicles that have exceeded their useful life and optimizing the fleet through targeted overhaul.

Financial Obligations

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

Project of Significance

SEPTA continues to seek long term funding to complete major regional projects including Trolley Modernization; Market-Frankford Line Vehicle Replacements; Broad Street Line Vehicle Replacements; Regional Rail Car Replacements; and Bus Revolution (comprehensive bus network redesign). These projects will address regional transportation needs, accommodate the growing economy, and reduce traffic congestion. \$4.1 billion is programmed in 2025-2036 to advance Trolley Modernization, Bus Revolution, and rail vehicle replacements; however, a gap of more than \$1 billion remains to fully fund the Projects of Significance.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2025-2028 Transportation Improvement Program (TIP).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$700 million in federal and state grants annually. The final report for the FY 2021 FTA Triennial Review for SEPTA Systems identified several deficiencies, but they have since been addressed by SEPTA and closed out by the FTA. SEPTA is in a good/fundable standing with FTA. This documentation is on file with the transit operator, as well as with the FTA.

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

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).



Leslie S. Richards
Chief Executive Officer & General Manager
Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

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

						Average Annual % Change FY 2022 to FY 2023	Average Annual % Change FY 2019 to FY 2023
	2019	2020	2021	2022	2023	to FY 2023	to FY 2023
Passenger Revenue	\$457,709	\$349,307	\$149,422	\$226,576	\$252,138	11.3%	-13.8%
Shared Ride Program	<u>15,992</u>	<u>12,609</u>	<u>5,627</u>	<u>7,301</u>	<u>9,545</u>	30.7%	-12.1%
Total Revenues Based on Ridership	473,701	361,916	155,049	233,877	261,683	11.9%	-13.8%
Other Operating Revenues	<u>41,017</u>	<u>38,463</u>	<u>38,123</u>	<u>34,129</u>	<u>30,878</u>	-9.5%	-6.9%
Total Operating Revenues	514,718	400,379	193,172	268,006	292,561	9.2%	-13.2%
Operating Subsidies	<u>893,747</u>	<u>1,000,280</u>	<u>1,181,648</u>	<u>1,160,662</u>	<u>1,240,102</u>	6.8%	8.5%
Total Revenue	1,408,465	1,400,659	1,374,820	1,428,668	1,532,663	7.3%	2.1%
Operating Expenses (a)	<u>1,411,366</u>	<u>1,403,458</u>	<u>1,374,199</u>	<u>1,425,140</u>	<u>1,546,306</u>	8.5%	2.3%
Surplus / (Deficit)	<u>(\$2,901)</u>	<u>(\$2,799)</u>	<u>\$621</u>	<u>\$3,528</u>	<u>(\$13,643)</u>	-486.7%	
Investment Income (b)	<u>\$3,229</u>	<u>\$3,067</u>	<u>\$187</u>	<u>\$525</u>	<u>\$14,061</u>	2578.3%	44.5%
Surplus/ (Deficit) After Investment Income	<u>\$328</u>	<u>\$268</u>	<u>\$808</u>	<u>\$4,053</u>	<u>\$418</u>	-89.7%	6.2%
Operating Revenue to Expense Ratio	36.5%	28.5%	14.1%	18.8%	18.9%		
Passengers Carried (Annual							
Unlinked Passenger Trips)	292,857	58,571	105,791	146,914	174,002	100.0%	-21.49%
Unrestricted Cash and Investments, at Year-end	\$ 81,834	\$ 50,371	\$ 42,027	\$ 66,084	\$ 36,713	-44.4%	-18.2%
Long-term Debt, at Year-end	\$ 710,430	\$538,381	\$ 610,637	\$561,929	\$ 837,073	49.0%	4.2%

(a) Excludes the reserve change related to other postemployment benefits and pensions

(b) Excludes unrealized investment gains and losses.

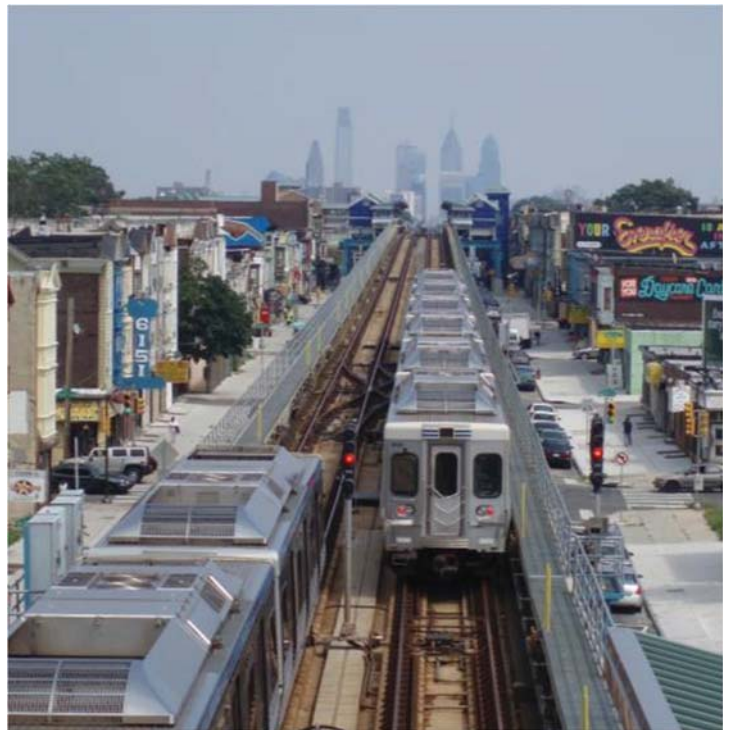
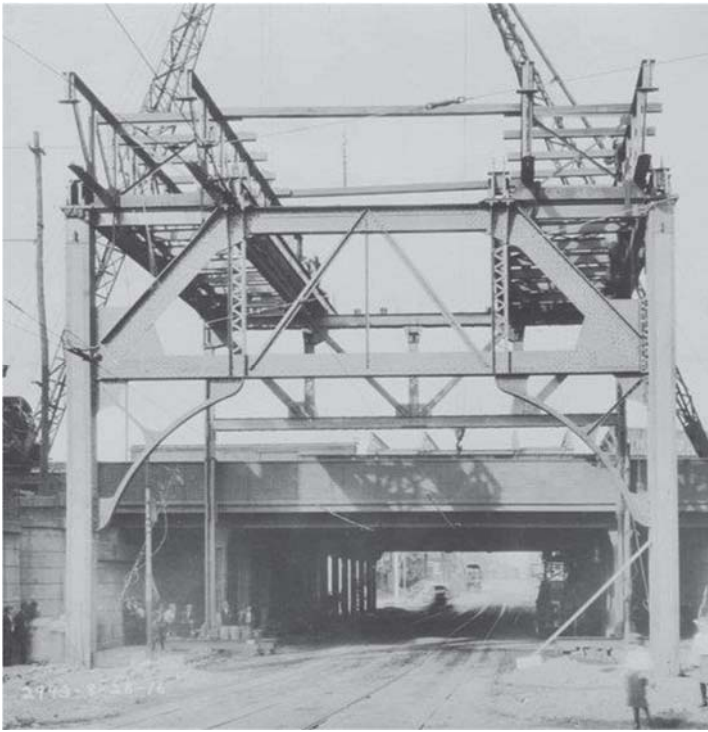
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Appendix B - Financial Projections Consolidated Budget

Amounts in thousands ('000)	Budget	Projection				
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
REVENUE						
PASSENGER REVENUE	\$271,844	\$299,562	\$302,558	\$305,584	\$333,639	\$336,976
SHARED RIDE PROGRAM	27,100	27,372	27,646	27,922	28,201	28,483
OTHER INCOME	36,140	36,501	36,866	37,235	37,607	37,984
INVESTMENT INCOME	22,747	22,520	22,294	22,071	21,851	21,632
TOTAL REVENUE	\$357,831	\$385,955	\$389,364	\$392,812	\$421,298	\$425,075
<i>Revenue % of Pre-COVID</i>	<i>70%</i>	<i>75%</i>	<i>76%</i>	<i>76%</i>	<i>82%</i>	<i>83%</i>
EXPENSES						
LABOR & FRINGE BENEFITS	\$1,202,981	\$1,235,147	\$1,268,199	\$1,302,163	\$1,337,064	\$1,372,930
MATERIALS & SERVICES	414,169	420,439	426,975	433,864	441,153	449,520
INJURY & DAMAGE CLAIMS	28,530	28,815	29,103	29,394	29,688	29,985
PROPULSION POWER	29,203	28,911	28,911	29,200	29,784	30,380
FUEL	29,843	29,545	28,954	28,085	26,962	25,883
VEHICLE & FACILITY RENTAL	5,512	5,528	5,544	5,551	5,569	5,586
DEPRECIATION	27,808	28,642	29,502	30,387	31,298	32,237
TOTAL EXPENSES	\$1,738,046	\$1,777,027	\$1,817,188	\$1,858,644	\$1,901,518	\$1,946,521
DEFICIT BEFORE SUBSIDIES	(\$1,380,215)	(\$1,391,072)	(\$1,427,824)	(\$1,465,833)	(\$1,480,219)	(\$1,521,447)
SUBSIDIES						
FEDERAL	\$56,838	\$60,129	\$63,711	\$67,603	\$71,881	\$76,477
STATE	1,150,781	1,156,119	1,184,837	1,214,224	1,222,104	1,253,818
LOCAL	166,644	168,872	173,324	178,054	180,282	185,200
OTHER	5,952	5,952	5,952	5,952	5,952	5,952
TOTAL SUBSIDY	\$1,380,215	\$1,391,072	\$1,427,824	\$1,465,833	\$1,480,219	\$1,521,447
SURPLUS/(DEFICIT)	\$-	\$-	\$-	\$-	\$-	\$-

Transit Asset Management Plan



**Prepared by the
Southeastern Pennsylvania Transportation Authority
in accordance with 49 CFR part 625**

October 1, 2022



ASSET MANAGEMENT POLICY STATEMENT

SEPTA moves the Southeastern Pennsylvania region forward by providing safe, reliable, and accessible mobility choices within a 2,200-square mile service area in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. The Authority relies on a diverse portfolio of assets including revenue vehicles, passenger and maintenance facilities, infrastructure, and equipment to deliver this service. Many of these assets were manufactured or constructed by legacy operators prior to SEPTA's creation by the State of Pennsylvania in 1964. The condition of the Authority's assets can have a direct impact to passenger safety, employees' environment, service delivery, and service quality. SEPTA is committed to bringing the system to a state of good repair. This commitment has been documented in the Capital Budget, and the Strategic Business Plan.

Transit asset management provides the framework for the strategic and systematic processes through which SEPTA procures, operates, maintains, rehabilitates, and replaces assets to balance risk, performance, and cost throughout the assets' life cycles. In order to provide a framework for making data-informed and risk-based decisions for investing limited funds, SEPTA established an Asset Management Program. The Asset Management Program allows SEPTA to:

- Make data-informed and risk-based decisions about the procurement, operation, maintenance, and renewal of assets;
- Prioritize investments that improve safety and reduce risk, while optimizing operational efficiency and bringing the system to a state of good repair;
- Evaluate the impact of funding and spending scenarios on asset condition and performance;
- Evaluate the impact of system modernizations on SEPTA's long-term capital and maintenance needs while growing capacity for existing and future riders; and
- Implement tools for providing data to the Federal Transit Administration and key planning partners.

SEPTA is a mobility provider that drives the economy, supports equity and quality of life, advances sustainability, and promotes health and public safety. In order for SEPTA to continue to provide these necessary services, the system must be safe and reliable. Transit asset management is an integral program to achieving a state of good repair and maintaining a safe and reliable system. The Authority has committed to providing the staff and resources to implement asset management at the Authority. Furthermore, all capital programming decisions must be informed by SEPTA's Transit Asset Management Process.

Signature on File _____

Leslie S. Richards

General Manager and Chief Executive Officer

Accountable Executive



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Executive Summary

The Southeastern Pennsylvania Transportation Authority (SEPTA) has developed this Asset Management Plan in accordance with the guidelines given in the 2016 Transit Asset Management Rule (49 CFR part 625, or the “TAM Final Rule.”) This plan outlines the framework for which vehicle and infrastructure information is evaluated in developing capital investment plans. The asset management program will also help the Authority to more effectively use its resources to minimize unacceptable safety concerns and mitigate risk while bringing the system to a state of good repair.

Data governance is integral to supporting an asset management framework. SEPTA will utilize two maintenance management systems and a capital investment prioritization tool to support asset management efforts. This Plan incorporates the business processes that are followed to update and utilize these programs and to provide data for internal and external stakeholders.

SEPTA views asset management as a practice that will continue to mature as data is collected. As such, this plan will be updated periodically to reflect the state of the practice at SEPTA. At a minimum, the plan will be revised once every four years, in accordance with the TAM Final Rule. The goal for this TAM period is to bring SEPTA’s Asset Management Program into alignment with the International Asset Management framework.

Transit Asset Management at SEPTA

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition and associated risks to guide the management of capital assets and prioritize funding to achieve or maintain a state of good repair. Furthermore, TAM is a framework for incorporating agency priorities in the decision process.

SEPTA was created through the consolidation of private transportation providers in the region, some of whom had been in operation since the mid 1800’s. The resulting system is truly multimodal, with commuter rail, heavy rail, light rail, bus, and paratransit service. SEPTA is an asset-intensive organization. Due to the age and complexity of the system, SEPTA owns, operates, and maintains a vast and diverse portfolio of assets. Prioritizing the maintenance and replacement of these assets requires a balance of potential safety risks, operational impacts, and costs.

While SEPTA has always maintained legacy transit assets, implementation of asset management practices have varied among the many departments responsible for operation and maintenance of the system. In 2010, SEPTA applied for and received a grant from the Federal Transit Administration (FTA) to improve transit asset management practice. With the grant monies received, SEPTA has been developing an Authority-wide Transit Asset Management Program. SEPTA’s Asset Management



Department develops the information required to inform decisions regarding the renewal and replacement of the Authority's multimodal infrastructure and fleet, including:

- The Transit Asset Management Plan;
- A Condition and Performance Report, which will include the annual State of Good Repair Backlog Assessment;
- Establishment and Evaluation of Asset Management Performance Targets;
- A prioritized list of projects to inform the Capital Planning Committee and Project Development Process;
- Interface with the System Safety Plan (49 CFR 270) and the Authority Safety Plan (49 CFR 273); and
- Reports to External Stakeholders, including the FTA, Pennsylvania Department of Transportation (PennDOT), and the Delaware Valley Regional Planning Commission (DVRPC); and

The Asset Management Program requires collaboration with many entities within the Authority, including Operations, Planning, Finance, and Safety. This collaboration promotes a data-informed investment decision process that supports the overall mission of the Authority to provide safe and reliable public transportation and provides a path for integration into other agency processes.

SEPTA published its first Transit Asset Management Plan (TAMP) on October 1, 2018. The TAMP documents the various business processes that support the Asset Management Program. The plan was developed in alignment with the Federal Transit Administration's requirements, as established in the 2016 Transit Asset Management Rule (49 CFR part 625). Per the requirements, this plan outlines how people, processes, and tools work together to address asset management policy and goals; provides accountability and visibility for furthering understanding of asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders. As SEPTA's practice of asset management matures, this plan will continue to evolve.

Per the TAM Final Rule, asset management plans must be refreshed at a minimum frequency of four years. While SEPTA has updated the asset management plan twice to reflect the change of Accountable Executive, this current plan reflects a substantial overhaul of the document to support integration with agency processes and ensure quality. Activities in this plan include:

- Emphasis on achieving and maintaining data quality;
- Methodologies to incorporate agency strategic priorities into decision-making; and
- Better alignment with the principles of the Infrastructure Investment and Jobs Act (IIJA).

Asset Management Advances the Strategic Business Plan

The first goal in SEPTA Forward: A Vision for a Stronger Future is to develop a proactive organization. SEPTA is an agile and responsive organization that makes the most effective use of the Authority's



resources. SEPTA invests in employees to build a diverse, inclusive, and empowered workforce that takes pride in serving the people of Southeastern Pennsylvania. Data-driven decision making is one area of focus for the strategic business plan. Asset management can also be used to advance other priorities for SEPTA, including continuing the commitment to safety, investing in employees, creating efficient processes, and emphasizing sustainability.

Asset management is a key enabler of financial and environmental sustainability. SEPTA operates on a 12-year financially constrained capital budget and five-year financially constrained operating budget. SEPTA has a responsibility to make prudent decisions about the public funds for which the Authority is responsible. Asset management can be used to help prioritize SEPTA's investment plan while reducing overall asset lifecycle costs. Asset maintainers will have the data to perform more preventative, rather than reactive, maintenance, which is a more cost-effective business model. SEPTA's capital program is largely focused on repairing and replacing assets that are no longer in a state of good repair. Asset management helps to identify potential projects that can address the state of good repair backlog. Moreover, asset management allows the Authority to choose investment projects that facilitate commuter and recreational travel throughout the Philadelphia region.

Asset management has a role in sustainable business practices as well. Enterprise asset management systems will help the employee onboarding process and collate institutional knowledge of more experienced employees. This centralized program will allow personnel to access asset information and maintenance practices, and reinforce protocols taught in trade-specific training. The enterprise system will provide a mechanism for transferring knowledge about the assets that may not otherwise be written down.

SEPTA is a multi-modal agency serving the diverse neighborhoods of Southeastern Pennsylvania with service reaching as far as Wilmington, Delaware and Trenton, New Jersey. The condition and performance of vehicles and infrastructure has a direct impact on SEPTA's service quality and the quality of life for our riders. SEPTA must continue to make strategic investments to reduce the risk of decreased reliability due to asset condition. When making business decisions, safety is paramount, but SEPTA also considers how it can help connect communities, improve accessibility and provide balanced benefits to the region's population.

SEPTA's Key TAM Stakeholders

The TAM Program interfaces with several departments directly, and others in a support capacity. Key SEPTA stakeholders include:

Accountable Executive: Leslie S. Richards

Per the FTA, the Accountable Executive is the single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's safety and asset management plans in accordance with 49 U.S.C. 5329(d) and 49 U.S.C. 5326. The accountable executive is responsible for the



overall implementation of the asset management strategy, and for promoting a culture of safety and TAM.

SEPTA's Accountable Executive is Leslie S. Richards, General Manager and Chief Executive Officer.

Finance

The Finance Division develops and monitors results for the Authority's Operating and Capital Budgets, and federal, state, and local grants. The Division oversees all financial services, including the preparation of monthly and annual financial statements for outside stakeholders. Asset management facilitates financial sustainability of this legacy transit system.

System Safety

SEPTA's System Safety Division consists of a team of experienced safety professionals who are dedicated to ensuring and enhancing the safety of SEPTA's employees and customers. This Division serves as the corporate safety consultants for all employees to ensure regulatory compliance with a variety of safety and environmental regulations. The System Safety Department reviews all maintenance and inspection procedures, condition assessments, drawings, and specifications. The System Safety Department is responsible for evaluating safety-related risk for SEPTA's passengers and employees. They will make recommendations of immediate or long-term corrective actions or projects in the event that an actionable risk is discovered. The System Safety Division participates on SEPTA's Capital Planning Committee and reviews the Capital Budget to ensure that known safety concerns are addressed within the horizon of the program. The System Safety Division is SEPTA's liaison with the FTA and PennDOT's State Safety Oversight (SSO). Concerns raised at the SSO are relayed to appropriate departments for mitigation, including but not limited to the Asset Management group.

Regulatory Link to Safety Management System (SMS)

On January 19, 2018, the FTA issued a final rule on Public Transportation Agency Safety Plans. This rule applies the SMS approach to transit system operators. This System Safety Division will be responsible for implementing a plan that addresses the four pillars of SMS: safety management policy, safety risk management, safety assurance, and safety promotion. A new safety hazard identification process will be implemented for both operational and asset renewal activities. The asset management group will coordinate with the System Safety Division to ensure that the TAM Plan and Asset Inventory can be used to support the SMS implementation.

Operations

SEPTA's primary mission is to provide transportation throughout the Philadelphia region. Therefore, nearly all projects must coordinate with the Operations Division to ensure that service disruptions due to infrastructure condition, performance, and replacement activities are minimized while maintaining the safety of passengers, public, and employees. Where appropriate, projects include an evaluation of whether or not a proposed action has the potential to increase capacity or operational flexibility on the system.



Engineering

SEPTA's engineering departments maintain the infrastructure and fleet and are responsible for developing and implementing plans to renew them. These plans include fleet maintenance, fleet procurement, and mandatory inspections. The five-year infrastructure renewal plan ensures that service disruptions due to infrastructure renewal are minimized, and that all work groups can work in a safe manner, compliant with Roadway Worker rules. The five-year plan includes large scale capital projects, such as major interlocking replacements and station renewals; maintenance activities, such as tie and surfacing or overhead contact system renewal; and projects by other agencies that have the potential to impact SEPTA service. The engineering departments have front line experience on the condition and performance of SEPTA's assets and are the primary end users of the maintenance management systems that are being implemented to support asset management efforts.

Planning and Strategy

The Planning and Strategy Division advances strategies and goals in the Authority's Strategic Plan, coordinates with regional planning partners, and develops the long range and annual service plans. Projects identified by the Planning Division can be incorporated into the decision support process. The asset management group works closely with the Planning Division when developing the needs analysis for the Delaware Valley Regional Planning Commission.

Asset Management Program Technical Enablers

Three pieces of software provide the maintenance history and capital inventory for SEPTA's TAM Program.

Vehicle Maintenance Information System

The Vehicle Maintenance Information System (VMIS) was initially deployed at SEPTA between 1998 (bus) and 2005 (commuter rail). VMIS is an integral part of workflow at the depots. Moreover, VMIS is the Authority's system of record for all fleet assets and associated work orders. VMIS generates enterprise reports, such as the depots' vehicle availability reports, as well as more granular reports, such as fuel consumption and component maintenance history.

At the time of the publication of this plan, SEPTA is utilizing Trapeze M4 for VMIS, and is currently upgrading to Trapeze M5.

Infrastructure Maintenance Management System

The Infrastructure Maintenance Management System (IMMS) is the counterpart to VMIS. This work order management system will serve as the system of record for the asset inventory, condition, maintenance history, and performance of bridge, power, systems, and track assets. The data in this



system will be utilized to improve lifecycle management and develop SEPTA-specific age and condition curves for use in the decision-making software.

At the time of implementation of this plan, SEPTA is in the process of deploying Asset Works' FA Suite within the EM&C Division.

State of Good Repair Tool

The State of Good Repair (SGR) Tool, originally developed by the Massachusetts Bay Transportation Authority, is used to prioritize investments with a goal of bringing the system to a state of good repair. The SGR Tool utilizes asset age, condition, performance, ridership impact, replacement cost, and renewal cost to develop a composite State of Good Repair score. Asset criticality, risk, and agency goals are also factored into this rating. This score can be used to generate optimized lists of spending actions based on different levels of available funding. This tool is also utilized to model SEPTA's unconstrained needs and SGR Backlog. The SGR Tool inventory is the source of the capital asset inventory included in this plan.

Asset Management Framework for Data-Informed Decision-Making

Prior to the start of the capital planning process, the Asset Management Group will run scenarios in the State of Good Repair Tool. At a minimum, these scenarios will include:

- Unconstrained Needs Analysis
- Investment Prioritization based on Unconstrained Funding Scenario
- Investment Prioritization based on Projected Funding Scenarios

The development of these scenarios, including a description of how agency priorities are included, can be found in the "Decision Support" Section of this TAMP. The Committee will utilize this input when developing the Capital Plan. However, it is important to recognize that capital planning requires a balance of many factors beyond the score generated in any one model. Beyond the goal of bringing the system to a state of good repair, other needs shape the overall program, such as:

Safety

Passenger and employee safety is SEPTA's highest priority. The mitigation of identified and assessed hazards and risks takes priority over all other spending. The System Safety department is a key stakeholder in the review of inspection and maintenance procedures, the development of spending plans, and providing oversight during the design and construction of major transit facilities. In the case of an unforeseen safety condition, SEPTA must re-evaluate proposed spending and make adjustments so that these conditions can be remedied as quickly as possible.

SEPTA evaluates the safety of the system continuously, through planned inspections, location-specific programs, and through Location Safety Committee (LSC) meetings. These processes help identify critical safety concerns. The mitigation of safety concerns is a primary selection criterion for capital project selection.



Mandates

SEPTA must comply with all mandates issued by the authorities that govern its operation. These mandates include installation of positive train control (PTC) on the Regional Railroad, payment to Amtrak under the terms of the Passenger Rail Investment and Improvement Act (PRIIA), and compliance with the Americans with Disabilities Act (ADA). Some mandates have required SEPTA to take immediate action to accelerate projects to be completed by a specified date. Others have required SEPTA to incorporate additional elements to a project.

Operations

Projects must be performed in a manner that minimizes operational impact while maintaining the safety of passengers, public, and employees. When a piece of infrastructure is taken out of service for an extended period of time, SEPTA will oftentimes develop a comprehensive plan to repair all assets within the limits of the service outage. This allows SEPTA to bring an entire corridor of assets to the same performance standard. This proactive approach to maintenance reduces the risk of unplanned service disruptions due to infrastructure condition. This also allows SEPTA employees and third-party contractors a safer environment for work. The corridor approach to infrastructure renewal results in a significant cost savings. Moreover, this approach reduces customer impacts during construction and mitigates the risk of future infrastructure failure.

SEPTA will sometimes extend the useful life of an asset in order to schedule its replacement within a corridor-wide program. The extension of life can only be performed if this action does not impose additional risk or introduce new hazards. Several long-term infrastructure renewal plans are providing the framework of these long-range infrastructure plans. These include: the rationalization of the interlocking plant; replacement of the legacy overhead contact system; and cyclical tie and surfacing of the right of way.

Funding

SEPTA is primarily funded through FTA formula funds and Commonwealth of Pennsylvania funds. However, some grants are funded through discretionary grants, such as the Superstorm Sandy Resiliency program and the BUILD program. The capital program must comply to the requirements of the funding sources.

Adaptation to Extreme Weather Events and to New Technology

Some projects include elements to harden the existing infrastructure against impacts of extreme weather events. Other adaptation projects have included the addition of infrastructure to provide operational flexibility in areas of known flooding.

SEPTA continues to perform projects to reduce energy consumption. Some projects improve the conditions at existing facilities, such as the installation of LED fixtures. Larger, more transformative projects include the planned procurement of zero-emission fleet vehicles. SEPTA is committed to



transitioning away from diesel-powered buses by 2040 and has started to develop a “Zero Emission Playbook.” As the Playbook is finalized, projects will be identified for fleet, facilities, and infrastructure. These projects are incorporated into the project prioritization model.

Partnership

SEPTA collaborates its program with that of other stakeholder agencies. These partnerships allow for more comprehensive improvements in the communities that the Authority serves. Some of these partner agencies have included the Philadelphia Water Department (for stormwater improvements), Aqua (minimizing impact of roadway closures for utility installation and track replacement), and Townships (increasing parking capacity or accessibility at stations to facilitate the use of public transit in areas of potential development, i.e., Transit Oriented Development.)

Growth and Modernization

SEPTA continues to perform investments that facilitate additional use of the system and effectively increase ridership. Some of these investments include projects to increase operational flexibility, such as the construction of passing sidings or the installation of bi-directional signal systems. Other investments include improved passenger amenities, such as increased parking capacity, compliance with the Americans with Disabilities Act (ADA), and the installation of high-level platforms. SEPTA has initiated the procurement of multi-level rail cars to increase passenger capacity of the Regional Railroad.

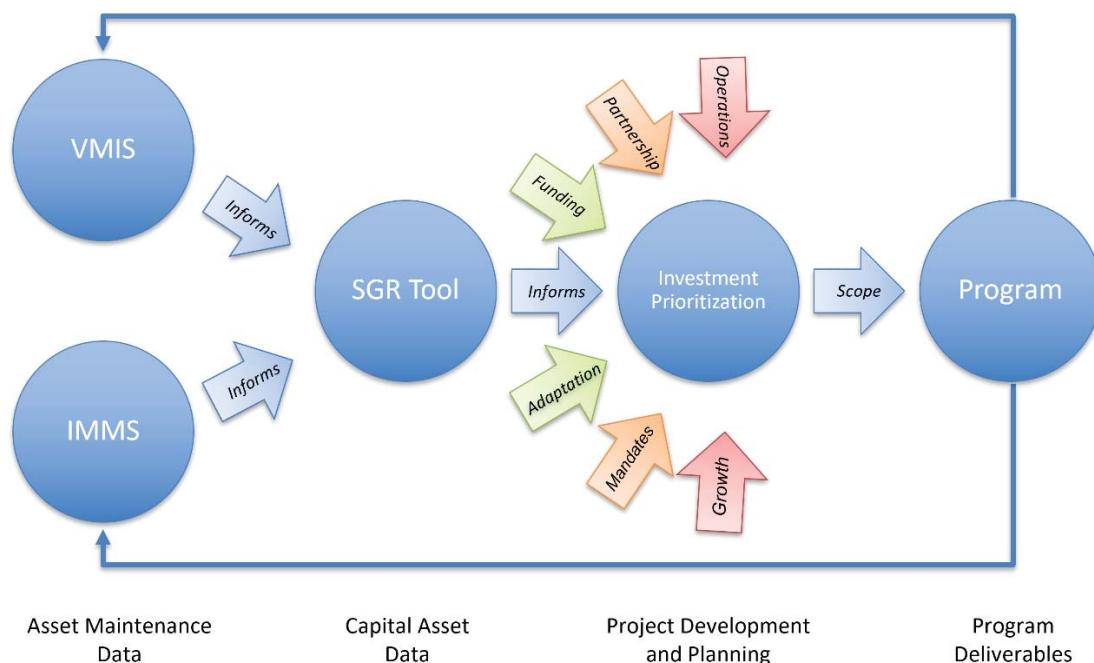


Figure 1 Data-Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program.



Alignment of Asset Management with other Agency Processes

Organizational alignment is a core principle of asset management practice. There are many established procedures that provide information integral to the success of the Asset Management Program and that will continue to be developed and curated by subject matter experts. The asset management program is aligned to:

- FTA TAM Requirements;
- The System Safety Program (49 CFR 470) and the Authority Safety Plan (49 CFR 673);
- Fleet Management and Vehicle Overhaul Plans;
- Vehicle Technical Information Library;
- 12 Year Outage Plans (Railroad, CTD, STD);
- Capital Project Summary Reports;
- Capital Budget;
- Project Control 12-Year Cash Flow Report; and
- Asset Inspection Protocols.

External-Facing Deliverables of the Asset Management Program

The Asset Management Program provides reports regarding asset age, condition, and performance to key stakeholders, including the FTA, the Metropolitan Planning Office (DVRPC), and the Pennsylvania Department of Transportation (PennDOT).

Federal Transit Administration (FTA)

In order to comply with the Asset Management Rule, transit agencies must demonstrate process and report deliverables, beginning on October 1, 2018. Process deliverables include a compliant Transit Asset Management Plan, certified by the Accountable Executive. The agency must be able to demonstrate appropriate recordkeeping to support the plan. Report deliverables include age and condition data within the National Transit Database asset inventory module and establishment of asset performance targets for the next year. Beginning in report year 2019, agencies must provide a narrative that documents changes in transit system conditions and the progress toward achieving the performance targets established in the previous reporting year. SEPTA's Performance Targets are included as an Appendix to this TAM Plan.



Table 1: National Transit Database Performance Measures

Category	Assets	Performance Measure
Rolling Stock	Revenue Vehicles by Mode	Percentage of Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of Non-Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Infrastructure	Rail fixed-guideway including bridges and tunnels, track, signals and systems	Percentage of track segments with performance restrictions
Facilities	Maintenance and administrative facilities; stations, and parking facilities	Percentage of assets with condition rating below 3.0 on the FTA TERM Scale

Notes:

- 1.) The useful life benchmark (ULB) has been developed with input from the Vehicle Engineering and Maintenance Division. ULB's take into account the asset lifecycle based on equipment type, operating environment, duty cycle, and performance.
- 2.) Performance Restrictions are established based on the data in the weekly Speed Restriction Reports.
- 3.) Facility Condition Scores are taken from the Structural Engineering Department's condition assessments and from sample inspections performed by the Asset Management group.

Delaware Valley Regional Planning Commission (DVRPC)

DVRPC is the Metropolitan Planning Organization for Philadelphia and eight surrounding counties. On an annual basis, SEPTA provides DVRPC with the performance targets that have been established for that calendar year. Every five years, SEPTA provides the 30-year unconstrained needs assessment for the development of the long-range plan. (SEPTA utilized the State of Good Repair Tool to provide data for DVRPC's 2040, 2045, and 2050 long range plans.)

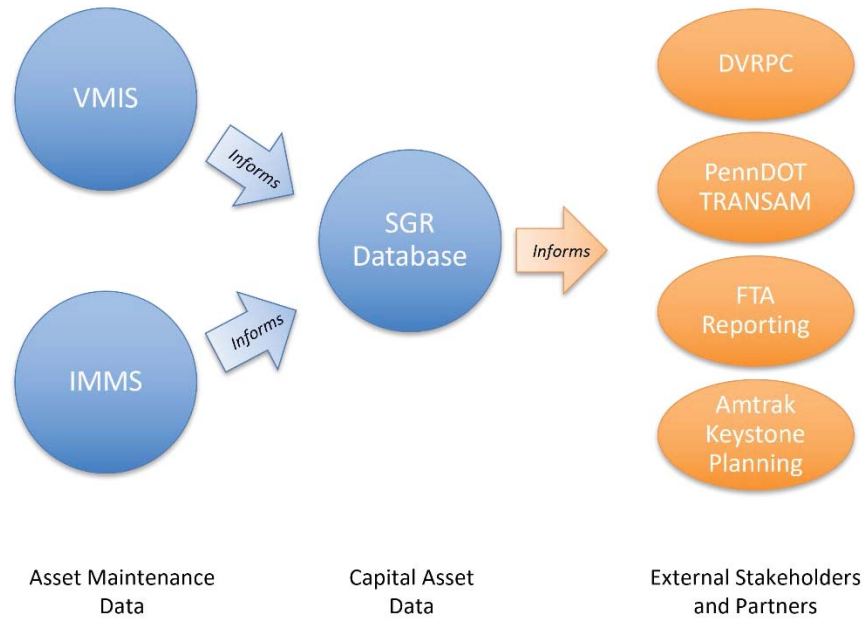


Figure 2: External Face of the Transit Asset Management Plan

Pennsylvania Department of Transportation (PennDOT)

PennDOT utilizes the TransAM system to develop a state-wide asset inventory and condition report for capital planning purposes. PennDOT requires that an annual update to the TransAM inventory. The Asset Management Group provides SEPTA's annual update to TransAM.

Assets on Amtrak's Northeast Corridor

SEPTA operates three commuter rail lines on infrastructure owned and maintained by Amtrak. Investment prioritization for investments on Amtrak territory include operations, stations, and right-of-way improvements.

Operations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was issued by the Federal Railroad Administration to appropriate federal funds and to provide a framework for cost sharing among Amtrak and commuter rail operators. PRIIA allows Amtrak to cover operating costs, capital investments, and efforts to bring the infrastructure to a state of good repair. SEPTA is one of several agencies that makes an annual payment to Amtrak under the requirements of PRIIA. This payment is accounted for in SEPTA's capital program and is not used in developing cost scenarios for decision support.

Stations

SEPTA leases 47 commuter rail stations on the Northeast Corridor. SEPTA inspects Amtrak-owned stations with the same criteria and frequency as those owned by SEPTA. Condition ratings are reported



to the FTA via the National Transit Database. Station renewal projects are evaluated using the decision support framework described elsewhere in this plan. Projects on Amtrak territory must include the cost for track protection. The schedules must be adjusted to accommodate Amtrak's design review process and outage requirements.

Right of Way

Infrastructure renewal needs on Amtrak territory are identified through the Northeast Corridor Commission planning process. At the time of this plan, SEPTA is participating in a Keystone Corridor planning initiative to identify SGR and operational needs. This needs assessment, as well as the implementation schedule, will form the basis for future decisions about Amtrak-owned infrastructure in SEPTA's operating territory.



TAM Plan Requirements per 49 CFR part 625

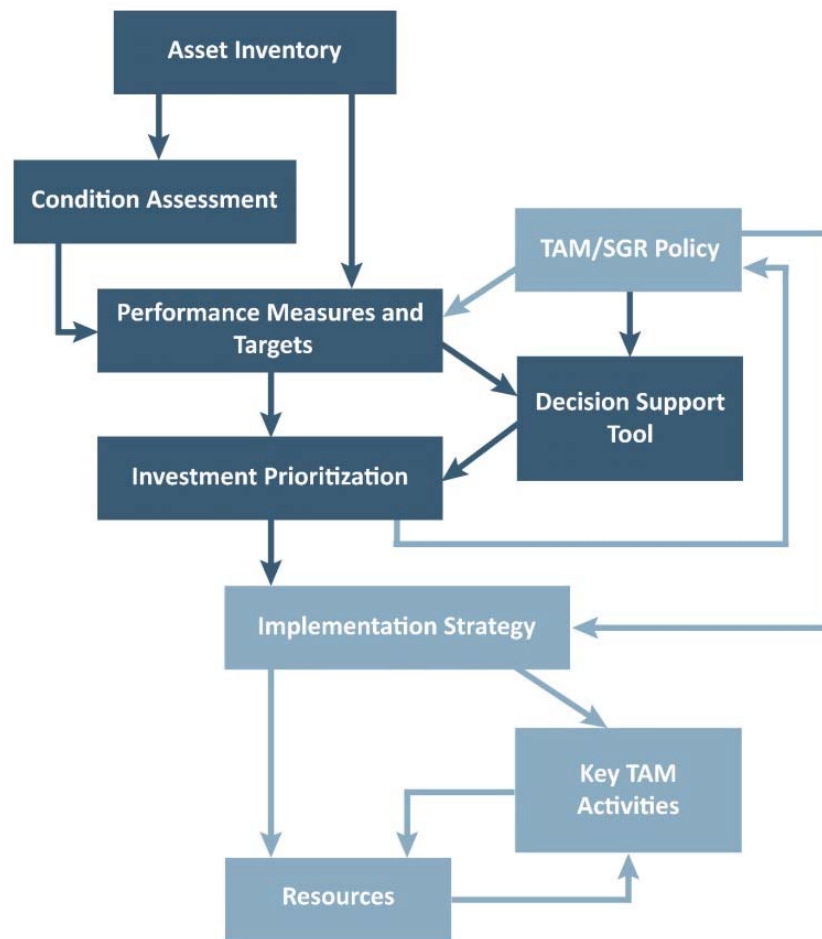


Figure 3: Relation of TAM Plan Elements. Source: FTA TAM Plan Compliance Checklist, December 2017



Inventory of Capital Assets

The agency should have an inventory of all capital assets it uses in the provision of public transit. The asset inventory should be as detailed enough as needed to develop a capital plan.

SEPTA has developed a capital asset inventory in the State of Good Repair Database. As discussed in previous sections, the asset inventory is structured by asset class at the capital project level. For example, a bridge that is made up of several subcomponents is a single asset in the inventory because that is the level at which capital decisions are made about the asset class. Likewise, the Broad Street Subway cars are a single asset in the inventory, because SEPTA would choose to overhaul or replace those cars as a fleet. The capital asset inventory is broken into twelve asset classes, as shown in the table below. This asset hierarchy was developed to mirror both the FTA TAM Categories as well as the SEPTA departments accountable for asset maintenance.

SEPTA Asset Class	Typical Elements	Typical Renewal Activities	FTA TAM Category	SEPTA Accountable Department
Bridges	Bridges, Elevated Structures	Painting, waterproofing, structural repairs	Infrastructure	B&B
Communications	Communications Systems, Radio Towers, Radios, Cameras, CCTV Equipment, Fiberoptic Plant	Technical Refresh	Infrastructure	C&S
Elevators and Escalators	Vertical Transportation Equipment at Stations and Shops	Mechanical Overhaul	Facilities	B&B
Fare Collection	Turnstiles, Fare Vending Machines	Technical Refresh	Facilities	Finance
Industrial Equipment	HVAC, Cranes and Hoists, Wheel Truing Machines, Lifts, Hoists, Generators, Pumps	Overhauls	Facilities	B&B
Parking	Surface Parking Lots, Garage Structures	Painting and Resurfacing	Facilities	B&B Civil
Power	Traction Power Substations, Overhead Contact System, Third Rail	Contact Wire Renewal	Infrastructure	Power
Shops and Yards	Maintenance Facility Buildings	Track maintenance	Facilities	B&B
Signals	Signal System, Control Center Equipment	Technical Refresh	Infrastructure	C&S
Stations	Passenger Stations, Loops	Roof and Canopy Repair	Facilities	B&B



Track	Rail, Ties, Bridge Timbers, Interlockings, Sidings, Switches, Culverts	Tie and Surfacing, Vegetation Clearing	Infrastructure	Track, Civil
Tunnels	Tunnel Structure, Emergency Exits, Vent Wells	Leak Mitigation, Spall Repairs	Infrastructure	B&B
Vehicles	Revenue Vehicles Utility Vehicles	Vehicle Overhaul Program	Rolling Stock Equipment	Operations

A copy of the asset inventory is included as an appendix to the asset management plan. This attachment will be updated annually to reflect the current age, condition, and performance for each asset in the inventory. This inventory will be the primary source of information for external TAM reports.



Condition Assessment

The agency should assess the condition of all of its assets. The condition assessment should be detailed enough to support capital plan development.

SEPTA inspects all assets on a continuous basis in order to assess condition and performance. Many of these inspections are performed at a frequency mandated by oversight organizations, such as the Federal Railroad Administration or the Department of Transportation. SEPTA has adopted an FRA-style inspection frequency for infrastructure on the heavy rail and light rail lines.

The inspection type and frequency by asset class is listed below. Tests are also performed after extreme weather events or as conditions warrant. Unless otherwise stated, inspections are performed by trained SEPTA personnel.

Table 3: Inspection of Typical SEPTA Elements		
SEPTA Asset Class	Inspection Frequency	Governing Inspection Practice
Bridges and Structures	Railroad: Annual; Transit: Biannual; or, more frequently if condition warrants	B&B Structural Inspection Manual
Communications	Specific to equipment type	C&S1/ C&S2
Elevators and Escalators	Daily, Weekly, Monthly Semi-Annually, and Annually	Elevator/ Escalator Inspection and Preventative Maintenance Manual
Industrial Equipment	Specific to equipment type	Specific to Individual Equipment Type
Parking	Surface: Every 3 years. Stormwater BMPs: Annually.	B&B Structural Inspection Manual
Power	Traction Power Substations, Overhead Contact System, Third Rail	ET-01, ET-02
Shops and Yards	Every 4 years	B&B Structural Inspection Manual
Signals	Specific to equipment type	C&S1/ C&S2
Stations	Every 3 years	B&B Structural Inspection Manual
Track	Track infrastructure is inspected twice a week by Track Department personnel, and annually with the geometry car. Culverts are inspected every 3 years.	SR-01, SR-02, SMW-100
Tunnels	Annual inspection of tunnels and support infrastructure	B&B Structural Inspection Manual
Vehicles	Daily	DOT inspection

The asset age, condition, and performance are assessed, and an overall “SGR Score” is calculated for each asset. The SGR score for all assets is included in the asset inventory attached as an appendix of this plan.



Decision Support

A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

SEPTA utilizes the SGR Tool to support programing decisions. This software uses information about the age, condition, and performance of assets, coupled with a budget constraint, to prioritize investments with the goal of bringing the system to a state of good repair. Assets are “aged” over the period of analysis. The software is used to identify the current State of Good Repair backlog, to identify future annual SGR needs, and to assess the impacts of underfunding these needs on asset condition, operating cost, and reliability. The SGR analysis is the first step in developing an investment program that tactically improves legacy assets while considering agency strategic goals.

There are three steps in running the decision support model:

- Developing the Asset Inventory;
- Defining Budget Constraints; and
- Establishing the Project Prioritization Criteria.

Asset Inventory

This system has a capital asset inventory of approximately 7,000 items. The inventory is updated on an annual basis to reflect current asset conditions, ridership impact, and project costs. In addition to identifying information such as name, mode, and asset class, the SGR Tool inventory contains the following information:

Age in Terms of the Assets’ Useful Life

All assets are evaluated by engineering, maintenance, and asset management personnel to determine the age and useful life. Where the information exists, SEPTA relies on project documents to determine the installation year and useful life based on planned lifecycle investments and duty cycle. For some assets, SEPTA determines the useful life based on the ability to maintain the asset in a safe manner. For example, the Bridges and Buildings Department knows through their experience in facilities maintenance that stations can be maintained for approximately 30 years before a rehabilitation or replacement project should be considered. Thus, a station that was constructed in 1895 but overhauled in 2007 has a remaining useful life of 15 years. At that time, the asset owners will evaluate the need to renew major elements, such as the station roof and canopies, or to incorporate agency needs, like high-level platforms.

Condition and Performance Rating

As mentioned in the previous section, all assets are inspected on a continuous basis to monitor condition and performance. This score is included in the SGR Tool inventory. In the decision support tool, assets are aged in each year of the analysis. The age is associated with FTA-developed curves that correlate age and condition to show the impact of delaying the replacement of assets on system performance.



Ridership Impact

The ridership impact of asset failure is assessed in terms of potential impacted passenger trips. This may be evaluated at a point basis (such as a station), a segment basis (such as the point between two interlockings), or a corridor basis (such as the ridership of a route.) Ridership information is assessed bi-annually, in alignment with the Ridership Census reports.

Asset Replacement and Renewal Costs

The asset unit replacement cost is derived from SEPTA project data when available. In other cases, this cost is derived from peer agency data. When calculating future system needs, the desired replacement project is considered. Most of SEPTA's projects include the replacement of assets in kind, or with their modern equivalent equipment. For example, the curved worn rail program replaces track components in kind. Other projects address operational or compliance needs. For example, a future station renovation may include the installation of high-level platforms and a pedestrian overpass to improve operational efficiency and passenger safety. Future fleet replacement costs must consider the recommendations of the Zero Emission Bus Playbook. These replacement costs, rather than the cost to replace the assets in kind, are included in the SGR Tool.

Some assets require significant lifecycle investments to remain in a state of good repair. Examples of renewal costs include the vehicle overhaul program, tie and surfacing for the right-of-way, and waterproofing for bridges.

Agency Strategic Goals Rating

Each asset in the SGR Tool is assessed for its alignment with SEPTA's agency priorities. For this version of the TAMP, SEPTA considered four criteria: ADA Compliance, Risk, Equity, and Projects of Regional Significance.

ADA Compliance

One of SEPTA's strategic business goals is to create an intuitive system that is accessible to all. The Authority continues to upgrade legacy facilities and vehicles to achieve compliance with the Americans with Disabilities Act. Each future project in the SGR Tool inventory scores the impact of the project on maintaining or increasing accessibility of the system.



Table 4: Inclusion of Accessibility in the SGR Tool		
Future Asset Replacement or Renewal Project Result	Example Project	Points in Strategic Score
Project Enhances ADA Compliance	Installing high-level platforms at a station	25
Project Maintains ADA Compliance with the ADA	Repairing an elevator at the end of useful life, adding elevators	10
Project Does Not Address ADA Concerns	Replacement of a traction power substation	0

In May 2021, members of Congress introduced the All Stations Accessibility Program (ASAP) Act of 2021, legislation that aims to help make public transportation systems more accessible to people with disabilities. SEPTA evaluated the accessibility of all passenger facilities and developed project scopes to bring them to a level of compliance with the ADA and into a state of good repair. These costs were included in the 2022 SGR Analysis for this TAM plan.







ADA ACCESSIBLE STATIONS						
Service	Total No. of Eligible Stations	Accessible Station	Non-Accessible Station	Percent Accessible	Annual Passengers 2019 (M)	Estimated Cost to Make All Stations Accessible (M)
 Market-Frankford Line	28	25	3	89%	62.7	\$66.50
 Broad Street Line	25	12	13	48%	42.6	\$290.30
 Regional Rail Line*	145	66	79	45%	34.4	\$1,297.60
 Trolley Lines	84	39	45	46%	27.7	\$172.50
 Norristown High Speed Line	22	6	16	27%	3.8	\$144.40
 Bus Loops	34	25	9	74%		\$18.20
TOTAL	338	173	165	51%		\$1989.4

Figure 4: Rail Transit and Railroad Station Accessibility Status, December 2021



Risk

The International Organization for Standardization (ISO) 31000 standard for Risk Management defines risk as the effect of uncertainty on objectives. The risk of asset failure, in terms of operational, safety, and environmental impacts, has been evaluated for each asset in the SGR Tool inventory. The scoring criteria for risk has been adapted from materials presented in the FTA's TAM 201 Class. A total of 25 points may be added to the agency strategic score to account for risk.

Sample Asset Management System Risk Matrix							LIKELIHOOD				
							Improbable (1)	Not Likely to Occur (2)	Could Occur (3)	Known to Occur (4)	Common Occurrence (5)
IMPACT CATEGORIES							Unlikely to occur once in 10 or more years	Unlikely to occur once in 5 to 10 years	Unlikely to occur once in 2 to 5 years	Unlikely to occur once a year	Unlikely to occur more than once a year
IMPACT	Very High (5)	Considerable loss of service	Considerable loss of life or health; impacts on public safety; impacts on property; impacts on the environment; impacts on the community	Considerable loss of life or health; impacts on public safety; impacts on property; impacts on the environment; impacts on the community	Considerable loss of life or health; impacts on public safety; impacts on property; impacts on the environment; impacts on the community	Considerable loss of life or health; impacts on public safety; impacts on property; impacts on the environment; impacts on the community	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	High Risk - Unacceptable - Action Required (10)	High Risk - Unacceptable - Action Required (10)	High Risk - Unacceptable - Action Required (10)
	High (4)	Partial loss of service	Partial or medium-term health loss or major health problems for employees and/or customers	Partial or medium-term health loss or major health problems for employees and/or customers	Partial or medium-term health loss or major health problems for employees and/or customers	Partial or medium-term health loss or major health problems for employees and/or customers	Low Risk - Acceptable with Review (4)	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	High Risk - Unacceptable - Action Required (10)	High Risk - Unacceptable - Action Required (10)
	Moderate (3)	Service delay of 1 hour or more	Minor or medium-term health loss or minor health problems for employees and/or customers	Minor or medium-term health loss or minor health problems for employees and/or customers	Minor or medium-term health loss or minor health problems for employees and/or customers	Minor or medium-term health loss or minor health problems for employees and/or customers	Low Risk - Acceptable with Review (3)	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	High Risk - Unacceptable - Action Required (10)
	Low (2)	Service delay of less than 1 hour	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Low Risk - Acceptable with Review (2)	Low Risk - Acceptable with Review (2)	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)	Medium Risk - Unacceptable - Management Decision (5)
	Minor (1)	Not likely to impact service	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Minor or very short-term health loss or minor health problems for employees and/or customers	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Low Risk - Acceptable with Review (1)	Medium Risk - Unacceptable - Management Decision (5)
							Low Risk		Medium Risk		High Risk

Figure 5: Asset Management Risk Matrix, National Transit Institute/ FTA

Equity

Transit is an economic equalizer that preserves affordability and access to opportunity in a growing region. Furthermore, transit is an essential service that preserves access to opportunity in the SEPTA service region. For the purposes of this plan, SEPTA utilized the Delaware Valley Regional Planning Commission's Indicators of Potential Disadvantage (IPD) to incorporate equity into the decision support process. The IPD analysis is used throughout DVRPC to demonstrate compliance with Title VI of the Civil Rights Act and support the fair treatment of population groups identified through Environmental Justice. Indicators in the analysis include youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region and an overall IPD score is calculated. Each potential project in the SGR Tool is given a score between 0 and 25, based on the area of impact for a project. For example, a station will be given the IPD score associated with the geographic location.

In March 2022, the Authority established a new position to lead SEPTA's efforts to advance a culture that promotes inclusion, diversity, equity and access for employees, customers, vendors, contractors, and diverse communities. The Chief Equity and Inclusion Officer will be responsible for the vision,



leadership, and direction of SEPTA's diversity and equity programs. Once this role has been filled, the Asset Management Department will work with the new Chief Officer to ensure that SEPTA's criteria for equity are incorporated into the decision support model.

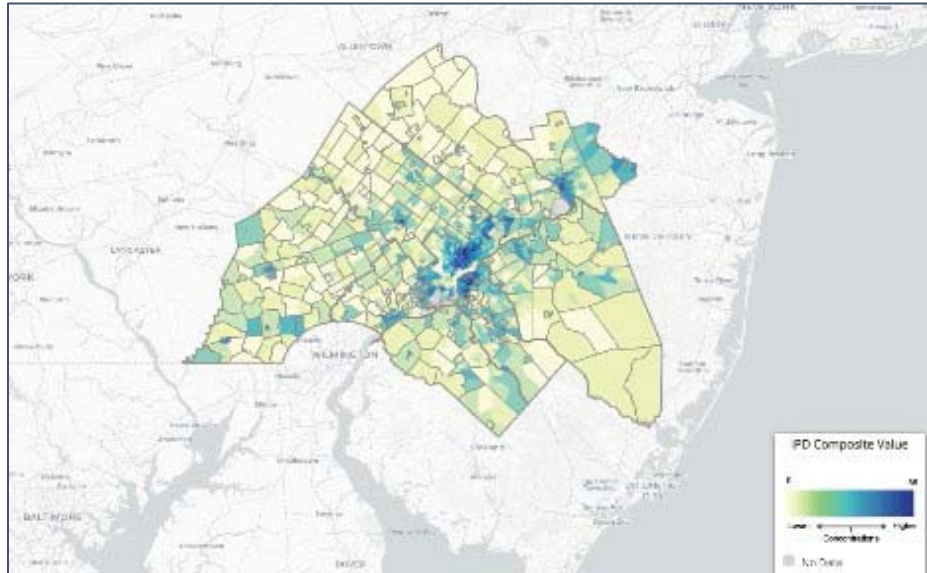


Figure 6: Indicators of Potential Disadvantage, Delaware Valley Regional Planning Commission

Projects of Regional Significance

SEPTA continues to advance key projects that advance the goals of the Strategic Business Plan: Railcar Replacement, Trolley Modernization, Bus Revolution, and King of Prussia Rail. These projects may include elements that address assets in the state of good repair backlog. Actions that will address the backlog while advancing projects of regional significance are given 25 points in the agency priority score.

Calculating the Agency Strategic Priority Score

After the elements of the agency strategic priority score are individually assessed, the factors are weighted to calculate an overall score. Based on the assessment of asset conditions and the ability to map assets to projects, the following weights were used to develop this plan.

Table 5- Criteria Weights for the Agency Strategic Priority Score		
Criteria	Allocation	Comment
ADA	25%	After safety, accessibility remains a major criterion in selecting projects for inclusion in the capital program.
Risk	60%	Focus of prioritization is on system safety and operational reliability.
Equity	10%	The equity scoring will be revised with the input of the new Chief Equity and Inclusion Officer.



Projects of Regional Significance	5%	SEPTA's Projects of Regional Significance are in the preliminary phases of design. As the projects advance and the tie to existing elements is established, this data will be updated.
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Establishing the Budget Constraints

The second step in project prioritization is the development of funding scenarios. These scenarios show how much money is available for SGR investments. Funding is derived from several sources, including FTA formula funds, PennDOT funds, and discretionary grants. During the horizon of this TAMP, funds from the Infrastructure Investment and Jobs Act will increase SEPTA's Capital Budget.

SEPTA allocates a portion of the annual budget to non-SGR-based needs, such as strategic system enhancements, leases, planning studies, and debt service. Funding that is allocated to create assets in a new location, such as new interlockings or substations required for the trolley modernization program, are subtracted from the amount of available funding.

Project Prioritization Criteria

The final step in configuring the SGR Tool model is to establish the project prioritization criteria. These criteria include:

- Age, Condition, and Performance;
- Criticality Rating;
- Benefit/Cost Rating; and
- Strategic Goals Rating.

When the SGR model is run, each asset is aged every year for the length of the analysis. Assets exceeding their useful lives are placed in a queue for replacement and assigned a priority score. Funding is applied in priority order; unfunded assets are deferred to the next year. The priority scores for deferred assets increase each year.

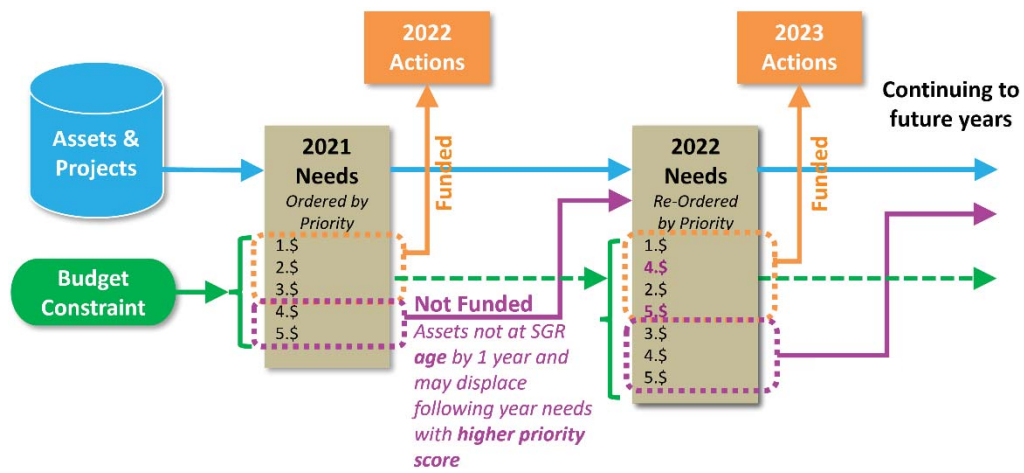


Figure 7: Development of Decision Support Model Output



Project Prioritization

A provider's project-based prioritization of investments, developed in accordance with §625.33 of this part.

The Asset Management Department will provide a prioritized list of investments to the Capital Program Committee on an annual basis. This list will be evaluated using the decision-support framework described earlier in this plan. SEPTA's annual capital budget and 12-year capital program describes the capital improvements SEPTA plans to undertake with anticipated funding. The budget is adopted by SEPTA's Board and is reflected in the regional Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP). Final programming for asset replacement and renewal is determined by factors including safety, operational needs, and others shown in the Framework for Decision Making.

Prioritized Projects by Asset Class

Bridges

- West Trenton MP 21.22 (Bristol Road)
- Main Line MP 5.68 (Belfield Avenue)
- Norristown High Speed Line MP 12.81 (Schuylkill River)
- Main Line 1.42 (Grays Ferry Branch)
- Main Line MP 1.25 (Grays Ferry Branch)
- Market Frankford Line (Frankford Viaduct)
- Media/Elwyn MP 12.68
- Main Line MP 6.74 (Olney Avenue)
- Main Line MP 11.62 (Keswick Avenue)
- West Trenton MP 24.85 (Flowers Mill Road)
- Main Line MP 0.49 (21st Street)
- Main Line MP 0.58 (22nd Street)
- Main Line MP 0.61
- Main Line MP 0.64
- Main Line MP 0.68 (22nd Street/23rd Street)
- Main Line MP 0.72 (CSX Tracks);
- Main Line MP 0.76 (Schuylkill River).
- Chestnut Hill East Bridges
- Chestnut Hill West Bridges

Communications

- CARD System
- SCADA System
- Portable Radios
- Control Center Equipment
- CCTV Surveillance Cameras
- Public Address System



Elevators and Escalators

- Girard Station
- Tioga Station Elevators
- 8th Street Station Elevators
- 69th Street Elevators
- Juniper Station Escalator
- Arrott Transportation Center Escalator
- Spring Garden Station Elevator (Market-Frankford)
- Olney Station Escalator #1
- Cecil B. Moore Station Escalator #1

Fare Collection

- ADA Faregates
- Depot Computer Systems
- Farebox Refresh

Power

- 18th Street Switching Station
- Wayne Junction Static Frequency Converters
- Ellen Substation
- Market Substation
- Park Substation
- Broad Substation
- Louden Substation
- Caster Substation
- Ranstead Substation
- Overhead Contact System between 30th Street Station and Kay Interlocking
- Airport Line Overhead Contact System
- SCADA System

Shops and Yards

Investments for this asset class will be re-evaluated after the designs for Trolley Modernization and Zero-Emission Bus are finalized. Current needs include:

- 5800 Bustleton Roof
- Frankford Depot Roof
- Southern Garage Roof
- Courtland Shop

Signals

- Broad Street Signals
- Market-Frankford Line Signals
- Norristown High Speed Line Signals
- 16th Street Interlocking
- Broad Interlocking



- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking

Stations

- East Falls
- Bristol
- 19th Street
- City Hall
- 37th Street
- Erie
- Snyder
- Ellsworth-Federal
- Tasker-Morris
- Lombard-South
- Fairmont
- Hunting Park
- Wyoming
- Bryn Mawr (NHSL)

Track

- 16th Street Interlocking
- Broad Interlocking
- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking
- Curved Rail Program (Systemwide)
- Tie Renewal (Systemwide)
- Surfacing (Systemwide)

Vehicles

- Market Frankford Cars
- Silverliner IV Replacement
- Trolleys
- Bus Replacement
- Paratransit Vehicle Replacement

Amtrak Projects

The following project priorities have been identified through the Northeast Corridor Commission's capital improvement process. Some projects will have project costs shared between Amtrak, SEPTA, and PennDOT, while other projects are solely sponsored by SEPTA.

- Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli



- Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorndale
- Phil Interlocking Replacement
- Coatesville Station Improvements
- Downingtown Station Improvements
- Harrisburg Line Interlocking Improvements: Zoo
- 30th Street West Catenary Replacement
- Ardmore Transportation Center: Phase 1 ADA Improvements
- Bristol Station Improvements
- Frazer Rail Shop and Yard Upgrade
- Harrisburg Line Signal Upgrade: Paoli to Overbrook
- Harrisburg Line Track 2 Upgrade: Glen to Thorn (MP 25.3 to 35.0)
- Harrisburg Line: Atglen Turnback
- Malvern Station Improvements
- Marcus Hook Station Improvements
- Southwest Connection Improvement Project
- Villanova Station: Phase 2 ADA Improvements
- Harrisburg Line Track 2 Restoration: Paoli to Frazer



Implementation Strategy

The Plan must include an agency's implementation strategy; namely, a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

While SEPTA has had many asset management enablers in place, implementation of the consolidated asset management program began in 2010. SEPTA's Chief Engineer and Chief Information Officer began an asset management process improvement initiative. The goal of this program was to consolidate the disparate data collection methodologies throughout the Authority, particularly for maintenance and lifecycle costs. The following initial needs were identified:

- Replacement of the functionally obsolete vehicle information management system;
- Inclusion of the paratransit fleet into the new vehicle information management system;
- Implementation of a new infrastructure maintenance management system (or inclusion within the vehicle information system);
- A tool that could model the state of good repair needs in relationship to condition, age, and funding levels; and
- Funding to implement these changes.

SEPTA received a competitive grant to implement these initially identified needs in November 2010.

Identification of Asset Management Stakeholders

August 2010 – November 2010

SEPTA identified a core group of asset management stakeholders, including:

- Assistant General Manager of Engineering, Maintenance, and Construction;
- Assistant General Manager of Operations;
- Chief Information Technology Officer;
- Director of Administration and Finance, EMC; and
- Chief Engineering Officers of Bridges and Buildings, Power, Communications and Signals, Track, Bus, and Rail.

Business Process Assessment

January 2011-May 2011

The asset management team, with the aid of a consultant, assessed existing asset inventories, inspection methodologies, maintenance practices, and documentation. The team reviewed current plans for rehabilitation and replacement and assessed the type of information required to make data-informed decisions regarding investment prioritization. Key takeaways from this assessment were:



1.) Vehicle TAM Process Strengths:

- a. SEPTA has documented processes for vehicle maintenance. These processes are based on regulatory requirements, manufacturers' recommendations, and institutional best practices. These processes are held in SEPTA's Vehicle Technical Information Library.
- b. SEPTA's Vehicle Engineering and Maintenance Division has a 20-year fleet management plan, which includes overhaul and replacement of the fleet.
- c. The VEM plan is based on data collected over the life of the assets.
- d. The fleet overhaul component of the plan has been developed through lifecycle maintenance data. The vehicle overhaul plan includes items for preventative maintenance for many components, rather than running all components to failure.
- e. The VEM Division was utilizing a legacy maintenance management system, which was initially implemented in 1998. Light rail, heavy rail, and commuter rail were brought into the system between 2000 and 2005.
- f. The VEM Division utilizes performance metrics for new and overhauled vehicles.

2.) Vehicle TAM Process Deficiencies

- a. The enterprise system did not include the paratransit fleet, which is owned by SEPTA but operated under contract.
- b. The maintenance management system did not track consumables, other than fuel.
- c. The system was 15 years old and functionally obsolete.
- d. Useful life benchmarks had not been established for the non-revenue fleet.

3.) Infrastructure TAM Process Strengths:

- a. Due to regulatory requirements, many of SEPTA's infrastructure assets had well documented inspection, maintenance, and replacement protocols.
- b. Procedures for non-regulated assets had been created in many cases.
- c. SEPTA had discrete inventories of most infrastructure assets. Methodology and use of this information varied by maintenance group.

4.) Infrastructure TAM Process Deficiencies:

- a. The majority of SEPTA's infrastructure information was in many different places, mostly on paper or legacy Access databases.
- b. There was no consolidated inventory of record for infrastructure assets.
- c. Failure data of assets, components, or systems was difficult to assemble.
- d. Cost of delay or repair due to severe events was impossible to calculate.
- e. Some assets were not contained in an inventory.

5.) Decision Support TAM Process Strengths:

- a. SEPTA had developed a strong fleet management plan.
- b. SEPTA had developed an infrastructure management plan on the railroad and subway lines, loosely based on a balance of lifecycle data and personnel management.

6.) Decision Support TAM Process Deficiencies

- a. SEPTA did not have a full capital planning inventory.
- b. SEPTA could not answer questions regarding the state of good repair backlog and long-term funding needs.



- c. SEPTA could not model the long-range implications of budget shortfalls on asset condition and service reliability. This was especially critical to SEPTA after its Act-44 funding stream dissolved in 2010.

The goal of the infrastructure maintenance management system was to implement software that supported the mandatory compliance inspection and reporting requirements of the regulatory agencies that govern SEPTA's transportation operation. A secondary goal was to document current business practices and develop data-supported process improvements. The initial step for procuring the maintenance management system was a business process assessment. The process assessment was conducted by Universal Business Solutions. Potential users at various levels within the Authority were interviewed and compliance reports and procedures were evaluated. The results of the process assessment were used to develop a list of technical specifications based on functionality and software. Software vendors who met these initial requirements were invited to give product demonstrations. After this evaluation period, SEPTA chose to procure Asset Works' FA Suite for infrastructure maintenance management. SEPTA chose to upgrade the functionally obsolete VMIS software that supported vehicle maintenance management but to keep these assets in separate databases.

Development of Data-Informed Decision Framework

The asset management group worked with key agency stakeholders to develop the asset management framework. These groups included Accounting, Vehicle Engineering, Engineering Maintenance and Construction, System Safety, Capital Budgets, and Long-Range Planning. This framework, as described earlier in this plan, allowed the asset management team to articulate the role of asset management within the Authority's decision-making process. The framework also allowed the team to develop requirements for process enablers. The framework provides for the flow of asset information from the operator/ inspector to agency decision makers.

During this time, SEPTA participated as a peer reviewer of the FTA Transit Asset Management Guide. This effort allowed SEPTA to collaborate with peer agencies and align the program framework with available FTA guidance.

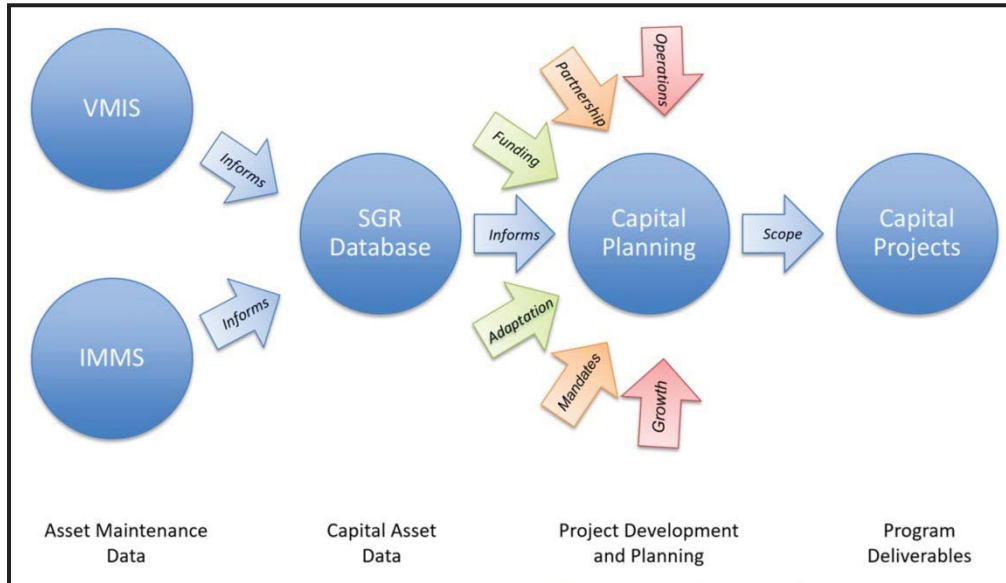


Figure 8: Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program. The framework is described in greater detail at the beginning of this asset management plan.

State of Good Repair Needs Model

May 2011 - February 2012

SEPTA retained the services of AECOM to compile a capital asset inventory and to implement a SEPTA-specific version of the State of Good Repair Tool, which had been successfully implemented at the Massachusetts Bay Transportation Authority in Boston in 2003. The development of the SGR Tool was SEPTA's initial step in compiling asset information in a single inventory. This project included identifying asset owners, evaluating existing information, and performing field investigations to supplement existing records. The asset management group worked with maintenance managers, engineers, and cost estimating to assign investment costs to each asset. The service planning department provided the data necessary to assign a ridership impact to each asset. This database was used to develop SEPTA's first published State of Good Repair backlog, and to demonstrate the impact of underinvesting in the fleet and infrastructure. SEPTA utilized the State of Good Repair Database to model the Service Realignment Plan in 2013, which ultimately resulted in the passage of the State of Pennsylvania's transportation funding bill, Act-89.

The State of Good Repair Tool is now SEPTA's Decision Support Tool, as described previously in this Plan.

Development of Baseline and Annual TAM Targets

Baseline December 2016, Reported Annually Starting October 2018

During the Fall of 2016, the asset management group worked with the vehicle, infrastructure, and facilities engineering departments to establish baseline TAM targets, and to develop a methodology for



setting annual targets in the future. The methodology for each area is described at the beginning of this asset management plan. The targets for each report year are included as an appendix to this plan.

Compilation of Data for Asset Inventory Report Module

Starting October 2017; Revisions to follow annually

Beginning in 2018, all transit agencies were required to submit an asset inventory module to the National Transit Database. The information that was utilized to develop the TAM targets was an initial point of discussion for developing the asset inventory module forms. The asset management team utilized the operating manuals, as well as track charts, speed restriction reports, and the SGR Tool, to develop the initial asset inventory module. The team anticipates that future reports will be developed utilizing the Infrastructure Maintenance Management System.

Subsequent versions of the SGR analysis and inventory have been developed to facilitate NTD reporting.

Development and Continuous Update of the Asset Management Plan

Completion October 1, 2022; Revisions to follow as needed

The TAM Final Rule requires that agencies update their TAM Plans once every four years. At a minimum, SEPTA's capital asset inventory will be updated on an annual basis. There are several ongoing SEPTA initiatives that may require an update within the next four years. The Zero-Emission Bus Fleet Playbook, due to be published in Winter 2023, will define the technology and cost of new SEPTA buses. The type of bus technology will impact the type and cost of future investment in maintenance facilities and infrastructure.

Future Phase: Development of a "Conditions and Performance" Report

Target June 2023

This report will be developed at the asset class level and will serve as the inventory of record when responding to inquiries about asset quantities, age, condition, and performance. The document will include the NTD targets and serve as the basis of the narrative report to be delivered to the National Transit Database. This document will be used to inform asset owners and members of the capital planning committee as they develop long term investment plans. This document will also include the annual State of Good Repair backlog analysis. The initial "Conditions and Performance Report" will be issued in June 2023. An update will follow in December 2023, with annual reports thereafter.



Future Phase: Maturation of the Infrastructure Maintenance Management System

To Start Fall 2023

The Infrastructure Maintenance Management System is scheduled to be fully implemented throughout the Bridges and Buildings and Maintenance of Way groups by Fall 2023. Upon full implementation, the system will include:

- An asset inventory developed at a level of granularity determined by the asset owners, taking regulatory compliance and best practices into account;
- Installation date, manufacturer, and identification information;
- Associated scheduled maintenance and compliance inspections, programmed as work tasks;
- Condition assessments for each asset as appropriate;
- Performance and reliability data;
- Links to manuals and inspection photos; and
- Maintenance work orders, with associated costs, for each asset.

The project team acknowledges that the initial system implementation is reflective of the best data and understanding of business processes at the time of deployment; however, as field and office personnel continue to use the system, additional configuration will be necessary. SEPTA anticipates that an additional year of system configuration will be necessary after all departments are using the program to realize full data maturity.

Future Phase: Integration between FA Suite and Financial Systems to develop Lifecycle Data

The initial implementation of FA Suite was started while SEPTA was also upgrading the financial systems of record. In order to allow inspection maintenance data collection to occur while not interfering with the financial system project, the team made the decision to start using the maintenance management system without integrated cost data. Once the two systems are stable, SEPTA will deploy interfaces to integrate financial data into the maintenance management system.

Future Phase: Development of a Project Management Practice to Collect Asset Data at the Time of Asset Installation or Renewal

The asset management team must develop a methodology to collect data from project managers at the time of asset deployment. This process will be developed with input from the Quality Assurance and Business Services departments.

Future Phase: Integration of Additional Assets into the Program

The immediate priority has been for those assets in SEPTA's operating territory with inspection and compliance protocol. As the software systems are finalized, the asset management department will assess the need to include additional asset classes into the system, such as IT and software.



Key Activities Required to Implement and Maintain the Asset Management Plan

The TAM Plan must include a description of key TAM activities that a provider intends to engage in over the TAM plan horizon period.

SEPTA's maintenance protocols are developed in compliance with regulatory requirements and in accordance with best industry practice. The TAM program is not changing these protocols. However, the asset management group will continue to monitor these protocols to ensure that the tools are able to meet the asset owners' compliance and reporting requirements.

Annual updates to the TAM program include validation of the capital asset inventory, updating financial and ridership information, and developing a number of reports as discussed in the "Implementation Strategy" section of this plan. These processes include:

- Annual extraction of data from VMIS;
- Annual extraction of data from IMMS;
- Annual assessment of infrastructure performance;
- Model of State of Good Repair Backlog;
- Conversations with asset owners in respective classes to determine if predicted useful life and performance are in line with the predictions made the previous year;
- Conversations with System Safety to incorporate findings from the SMS that require the prioritization of renewals;
- Evaluation of prior year's performance against the established targets; and
- Establishment of the next year's performance targets.

Table 5: Schedule for Updates to the State of Good Repair Tool

Asset Class	Update to SGR Tool
Bridges	April (After FRA Bridge Report has been submitted.)
Communications	November
Elevators and Escalators	November
Industrial Equipment	November
Parking	October (After annual parking utilization report is submitted)
Power	November
Revenue Equipment	November
Shops and Yards	November
Signals	November
Stations	November
Track	November
Tunnels	April (After FRA Bridge Report has been submitted.)
Vehicles	October (After NTD Inventory Form has been submitted.)



Resources Required

The plan must include a summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.

The success of the SEPTA Asset Management Program is dependent on both administrative and field personnel. SEPTA has utilized existing inspection protocols for vehicle and infrastructure assets to develop the inventory, condition assessment, and investment strategies. SEPTA has established an Asset Management Group that is tasked with the overall implementation and stewardship of the Asset Management Program.

Asset Management Group

4 full time staff

The Asset Management group is composed of four full time employees. The asset management group has three core responsibilities: compliance, communication, and data governance. This group is responsible for

- Preparation and stewardship of the Asset Management Plan;
- Collaboration with the System Safety Division for the development of the SMS program;
- Preparation of age, condition, and performance reports to support the capital planning and grant development process;
- Implementation of the Infrastructure Maintenance Management System to the Bridges and Buildings, Communications and Signals, Power, and Track Departments, including all training;
- Administration of the Infrastructure Maintenance Management System;
- Implementation and Administration of the State of Good Repair Tool;
- Maintaining the inventory of record for infrastructure assets;
- Performing supplemental facility condition assessments;
- Collation and documentation of the inspection and maintenance procedures for infrastructure assets;
- Coordination with the Chief Engineering Officers;
- Developing the infrastructure and narrative reports for the National Transit Database;
- Developing the TAM Performance Targets for the National Transit Database;
- Providing updates to TransAM, PennDOT's asset management software;
- Collaboration with SEPTA's Metropolitan Planning Organization, as well as other local stakeholders, such as the City of Philadelphia and Amtrak; and
- Development of the business rules necessary to maintain an accurate inventory as assets are procured, maintained, renewed, and retired.

TAMBassadors

Asset stewardship is a large part of every employee's job function. Therefore, the asset management group interfaces frequently with subject matter experts within each maintenance department to ensure data quality and accuracy. These stakeholders are referred to as "TAMBassadors."



Infrastructure Maintenance Management System Implementation Team

Contractor

SEPTA has retained the services of HNTB to implement the FA Suite software. This team is tasked with establishing the business needs of asset owners and creating those processes in the software. The HNTB team started this initiative at SEPTA in November 2021 and is expected to finish the initial phase of software implementation in March 2023.

SGR Tool Data Quality Review Team

Contractor

SEPTA has retained the services of AECOM to perform a quality audit of the SGR Tool inventory. This project will assess the level of granularity and costs of the items in the SGR Tool. This project will also create SEPTA-specific correlations between the age and operational costs of assets.

Technology

Three pieces of software support the Asset Management Program and were procured expressly to support TAM efforts:

- Vehicle Maintenance Management System (Update funded by 2010 Grant);
- Infrastructure Maintenance Management System (Procurement funded by 2010 Grant); and
- State of Good Repair Database (Procurement funded by 2010 Grant).

Tablet computers were purchased for field staff as a part of SEPTA's Efficiency and Accountability program.

The need for additional software to supplement TAM efforts will be evaluated over the first two years of this plan's implementation.



Continuous Improvement

An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

SEPTA has identified several initiatives to ensure continuous improvement of the asset management program over the horizon of this plan. These initiatives include efforts to improve data quality, stronger integration into Authority processes, and communication. The overarching goal of the 2022 TAMP is to bring the program into closer alignment with the Institute of Asset Management (IAM) Framework. The IAM Framework includes processes in six categories: Strategy and Planning, Decision-Making, Life Cycle Delivery, Asset Information, Organization and People, and Risk and Review.



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Asset Information

The focus of the first year for this plan will be on the final implementation of the enterprise asset management software. The Asset Management Department will continue to work with asset owners and maintainers to ensure that the systems can adequately address compliance, reporting, and data collection from field activities.

Another priority will be the refined utilization of the decision support tool. Over the next year, the project manager will work to ensure that the capital asset inventory is at an appropriate level of granularity for each asset class so that information can be updated in a consistent manner, and that the output is an actionable basis for developing a preliminary project scope and budget for uses in capital planning.



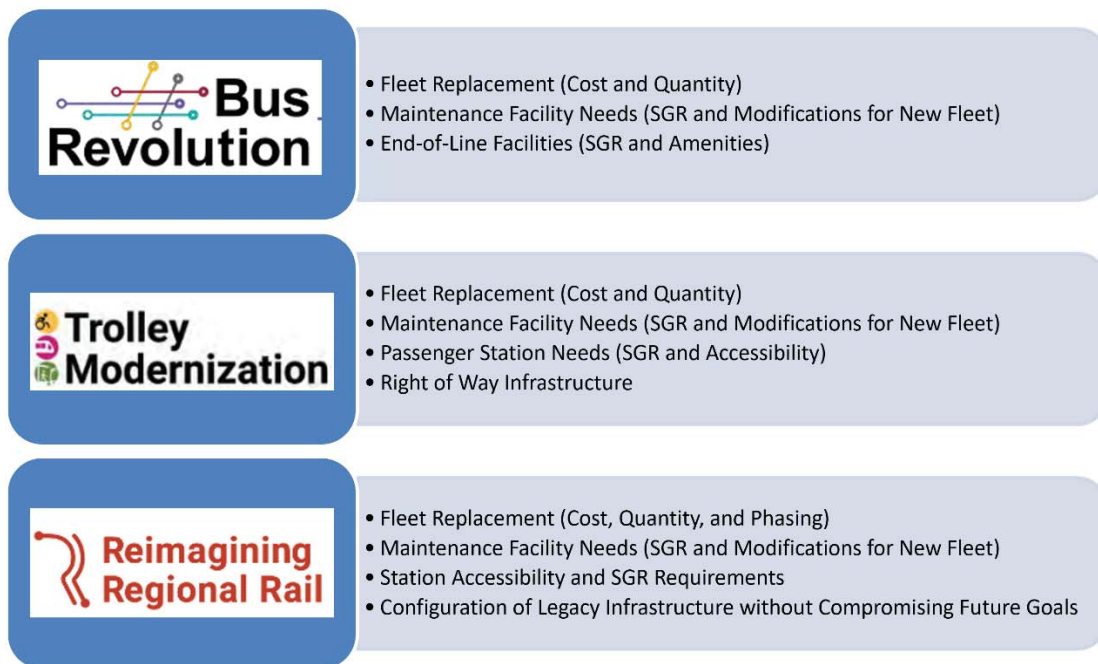
Lifecycle Delivery

As assets are operated, their condition degrades over time and their risk of failure increases. Failures can manifest themselves in a variety of ways, including those having an impact on safety. Asset condition is therefore a leading indicator for safety risks, and so understanding asset condition today, the rate of deterioration under duty cycle, is an important aspect of asset and risk management. Knowledge of the assets' deterioration rates can be integral in decisions on renewal frequencies and on approaches to preventative maintenance

As the enterprise asset management systems are matured, the project team will start to evaluate asset lifecycle performance data against assumptions made with the FTA TERM curves. The team will focus on comparing the assumed infrastructure asset useful lives to the field data and adjust the software as necessary. The team will also assess if there is a shift towards a preventative maintenance model. Once it is feasible, the maintenance management systems will be interfaced to the financial system to allow the collection of full lifecycle cost data. The asset management systems will be a critical tool to advancing SEPTA's configuration management efforts.

Strategy, Planning, and Decision-Making

The Asset Management Department will continue to work with the Capital Planning Committee to ensure that the decision support tool provides actionable information to facilitate decision making. A large component of this effort is to ensure that the data in the system is accurate. Furthermore, the asset management department must be informed of decisions that are made about the long-term goals and objectives of system modernization efforts, as these decisions impact the utilization and criticality of SEPTA's assets to perform their designed function.





Organization and People

The asset management team will continuously perform employee outreach for Transit Asset Management. This outreach will include presentations to various stakeholders, including System Safety Directors; Finance (especially for NTD submission); information technology; engineering staff; and maintenance foremen. This outreach will ensure that key stakeholders are aware of SEPTA's overall TAM process. SEPTA has included asset management messaging in the Engineer I rotational program.

The successful implementation of the asset management program will require the input of many asset owners and stakeholders. Throughout the implementation, the asset management department has relied on a network of champions, or "TAMBassadors," to provide information about the location, age, quality, condition, and performance of the assets for which they have stewardship. The Asset Management group will continue to work with the TAMBassadors to improve the system and make strategic decisions about future enhancements to the program.

Risk and Review

SEPTA's Capital Planning Committee is developing KPI's to assess project performance and after-action assessments. This data will be provided to the Asset Management department to be incorporated into the decision support tool.

Finally, once the data systems are in place, the Asset Management Team will perform a gap assessment to align SEPTA's program with the International Assent Management framework.



APPENDIX A: Capital Asset Inventory

Asset Export - 5/24/2021

Asset Class		Location					Observed Condition		Asset		
Level 1	Level 2	Mode(s)	Line(s)	Sub-Location	Location Start	Crossing/Intersection	FTA Rating	Rating Year	Service Year	Useful Life	Quantity
Bridges	Brick Arch	Regional Rail	Main Line		MP 13.10	Stream	4	2020	1902	160	256
Bridges	Brick Arch	Regional Rail	Manayunk-Norristown		MP 5.49	Midvale Ave.	3	2020	1925	100	1,760
Bridges	Bus Road	Bus	103		MP 3.46		3	2020	1997	30	7,070
Bridges	Concrete Arch	Bus	103		MP 3.46		3	2020	1997	75	5
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 2.64	Beechwood Mill	3	2020	1905	120	960
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 10.06	Stream	3	2020	1911	120	512
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 2.83	Cobbs Creek	3	2020	1905	120	960
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 11.7	Stream	3	2020	1911	120	192
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 7.49	Stream	3	2020	1911	120	160
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 0.80	Stream	3	2020	1906	120	160
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 3.4	Steam	3	2020	1906	120	448
Bridges	Concrete Arch	Heavy Rail	Manayunk-Norristown		MP 6.00	Conestoga Road	3	2020	1905	120	960
Bridges	Concrete Arch	Regional Rail	Chestnut Hill East		MP 9.59	Creshiem Valley	2	2020	1931	75	1,824
Bridges	Concrete Arch	Regional Rail	Doylestown		MP 8.53	Inside Campus	4	2020	2008	100	512
Bridges	Concrete Arch	Regional Rail	Fox Chase		MP 8.15	Adams Avenue	3	2020	1905	75	672
Bridges	Concrete Arch	Regional Rail	Main Line		MP 1.24	Grays Ferry Branch	3	2020	1895	125	3,840
Bridges	Concrete Arch	Regional Rail	Main Line		MP 10.12	Tacony Creek	4	2020	2009	100	1,024
Bridges	Concrete Arch	Regional Rail	Main Line		MP 5.68	Belfield Avenue	2	2020	1908	75	2,560
Bridges	Concrete Arch	Regional Rail	Main Line		MP 0.76	Schuylkill	3	2020	1929	100	26,240
Bridges	Concrete Arch	Regional Rail	Main Line		MP 9.88	Little Tacony Creek	3	2020	1902	75	320
Bridges	Concrete Arch	Regional Rail	Main Line		MP 14.62	Stream-Private Road	3	2020	1992	50	1,120
Bridges	Concrete Arch	Regional Rail	Manayunk-Norristown		MP 14.58	Sandy Run	3	2020	1992	50	1,600
Bridges	Concrete Arch	Regional Rail	Manayunk-Norristown		MP 7.06	Shurs Lane	3	2020	1931	75	1,600
Bridges	Concrete Arch	Regional Rail	Media-Elwyn		MP 12.07	Leiper-Smedley Trail	4	2020	2016	75	4,544
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 30.60	Stream - CSX	3	2020	1912	100	476
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 21.22	Bristol Road	2	2020	1904	75	2,640
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 28.56	Bristol Road - CSX	3	2020	1912	100	224
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 29.38	Brook Creek - CSX	3	2020	1912	100	224
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 21.38	Neshaminy Creek	2	2020	1906	75	18,720
Bridges	Concrete Arch	Regional Rail	West Trenton		MP 31.36	Delaware River	3	2020	1912	100	35,168
Bridges	Concrete Box	Heavy Rail	Norristown High Speed Line		MP 1.01	Ditch Stream	2	2020	1906	120	192
Bridges	Concrete Box	Heavy Rail	Norristown High Speed Line		MP 1.17	Ditch Stream	3	2020	1906	120	192
Bridges	Concrete Box	Regional Rail	Fox Chase		MP 9.25	Stream	3	2020	1963	75	384
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 10.20	Stream	3	2020	1919	75	192
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 10.64	Manor Creek	3	2020	1894	75	640
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 13.73	Plymouth Creek	4	2020	2005	50	816
Bridges	Concrete Box	Regional Rail	Manayunk-Norristown		MP 15.76	Diamond Run	3	2020	1923	100	576
Bridges	Concrete Box	Regional Rail	Warminster		MP 5.46	Br. of Pennypack	3	2020	1925	100	176
Bridges	Concrete Box	Regional Rail	Warminster		MP 4.86	Creek	3	2020	1923	100	176
Bridges	Concrete Box	Regional Rail	Warminster		MP 3.15	Stream	3	2020	1987	50	160
Bridges	Concrete Box	Trolley	101		MP 3.19	Sewer	3	2020	1912	120	256
Bridges	Concrete Box	Trolley	101		MP 7.15	Stream	3	2020	1912	75	256
Bridges	Concrete Box	Trolley	101		MP 6.86	Stream	3	2020	1912	75	448
Bridges	Concrete Box	Trolley	102		MP 3.17	Ditch Stream	3	2020	1905	120	192
Bridges	Concrete Pipe	Regional Rail	Doylestown		MP 5.34	Drainage	4	2020	2004	100	128
Bridges	Concrete Pipe	Regional Rail	Media-Elwyn		MP 10.97	Stream	3	2020	1931	100	192
Bridges	Concrete Pipe	Regional Rail	West Trenton		MP 19.20	Poquessing Creek	3	2020	1988	100	512
Bridges	Concrete Slab	Bus	103		MP 3.46	SEPTA Bus Road	3	2020	1997	75	600
Bridges	Concrete Slab	Bus	103		MP 3.46	SEPTA Bus Road	4	2020	1997	75	292
Bridges	Concrete Slab	Heavy Rail	Norristown High Speed Line		MP 2.56		3	2020	1912	125	176
Bridges	Concrete Slab	Regional Rail	Main Line		MP 24.16	Stream	3	2020	1916	50	512
Bridges	Concrete Slab	Regional Rail	Main Line		MP 19.20	Creek	3	2020	1915	115	352
Bridges	Concrete Slab	Regional Rail	Main Line		MP 10.97	Jenkintown Wye	3	2020	1903	120	960
Bridges	Concrete Slab	Regional Rail	Media-Elwyn		MP 13.81	Park Avenue	2	2020	1917	50	896
Bridges	Concrete Slab	Regional Rail	Warminster		MP 5.15	Br. of Pennypack	3	2020	1927	50	320
Bridges	Concrete Slab	Trolley	101		MP 6.00	Stream	3	2020	1912	75	384
Bridges	Concrete Slab	Trolley	101		MP 3.98	Stream	3	2020	1912	120	320

Bridges	Concrete Slab	Trolley	101		MP 5.46	Stream	3	2020	1912	75	256
Bridges	Concrete Slab	Trolley	101		MP 4.56	Stream	3	2020	1912	120	256
Bridges	Concrete Slab	Trolley	101		MP 4.47	Stream	3	2020	1912	120	256
Bridges	Concrete Slab	Trolley	101		MP 5.7	Stream	2	2020	1912	75	320
Bridges	Concrete Slab	Trolley	102		MP 2.96	Ditch Stream	3	2020	1945	75	320
Bridges	Concrete Slab	Trolley	102		MP 0.82	Stream	3	2020	1905	120	320
Bridges	Corrugated Metal Pipe	Regional Rail	Main Line		MP 18.04	Stream	2	2020	1974	50	192
Bridges	Corrugated Metal Pipe	Regional Rail	Main Line		MP 16.70	Stream	2	2020	1956	50	448
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.4	Spring Garden Street	3	2020	1976	75	122
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.6	Brown Street	3	2020	1972	75	54
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 7.2	Callowhill	3	2020	1976	75	58
Bridges	Deck Girder	Heavy Rail	Market-Frankford		MP 6.8	Race Street	3	2020	1976	75	8,384
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 10.01	Gulph Road	3	2020	1911	75	1,600
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 9.35	Matsonford Road	3	2020	1912	75	1,920
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 9.5	New Gulph Road	3	2020	1911	75	1,920
Bridges	Deck Girder	Heavy Rail	Norristown High Speed Line		MP 7.28	Aldwyn Road	3	2020	1992	75	768
Bridges	Deck Girder	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	1980	75	131,840
Bridges	Deck Girder	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	2011	20	131,840
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 5.04	Wayne Avenue	3	2020	1893	75	4,320
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 5.72	Logan Street	3	2020	1932	75	1,920
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 6.63	Church Lane	3	2020	1932	75	3,600
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 9.70	Mermaid Lane	3	2020	1931	75	1,792
Bridges	Deck Girder	Regional Rail	Chestnut Hill East		MP 6.77	Armat Street	3	2020	1933	75	1,600
Bridges	Deck Girder	Regional Rail	Chestnut Hill West		MP 3.09	Harvey Street	4	2020	1995	75	2,080
Bridges	Deck Girder	Regional Rail	Chestnut Hill West		MP 5.44	Cresheim Creek	4	2020	1989	75	13,152
Bridges	Deck Girder	Regional Rail	Cynwyd		MP 5.29	Woodbine Avenue	3	2020	1899	75	1,344
Bridges	Deck Girder	Regional Rail	Cynwyd		MP 4.32	Jefferson Street	3	2020	1902	75	1,248
Bridges	Deck Girder	Regional Rail	Doylestown		MP 8.90	New Britain Road	3	2020	1986	75	528
Bridges	Deck Girder	Regional Rail	Doylestown		MP 7.34	Cooks Creek	3	2020	1986	75	656
Bridges	Deck Girder	Regional Rail	Doylestown		MP 4.42	Walters Run	3	2020	1989	50	640
Bridges	Deck Girder	Regional Rail	Doylestown		MP 3.92	Neshaminy Creek	3	2020	1990	50	2,400
Bridges	Deck Girder	Regional Rail	Doylestown		MP 5.76	Neshaminy Creek	3	2020	1992	75	3,840
Bridges	Deck Girder	Regional Rail	Doylestown		MP 2.76	Neshaminy Creek	3	2020	1988	50	624
Bridges	Deck Girder	Regional Rail	Main Line		MP 2.17	Norris Street	3	2020	1992	75	3,584
Bridges	Deck Girder	Regional Rail	Main Line		MP 1.34	9th Street Viaduct	2	2020	1993	75	215,936
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.52	18th Street	4	2020	1991	75	2,560
Bridges	Deck Girder	Regional Rail	Main Line		MP 20.61	Route 202	3	2020	1954	75	2,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.68	Viaduct	3	2020	1929	75	20,160
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.61	Viaduct	3	2020	1929	75	20,736
Bridges	Deck Girder	Regional Rail	Main Line		MP 11.22	Tacony Creek	3	2020	1988	75	512
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.03	Wayne Avenue	4	2020	1999	50	4,320
Bridges	Deck Girder	Regional Rail	Main Line		MP 15.54	Sandy Run	4	2020	2001	75	3,840
Bridges	Deck Girder	Regional Rail	Main Line		MP 8.23	Cheltenham Avenue	3	2020	1992	50	2,240
Bridges	Deck Girder	Regional Rail	Main Line		MP 4.50	CSX RR	3	2020	1993	50	6,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 20.25	Wissahickon Creek	4	2020	2009	75	2,400
Bridges	Deck Girder	Regional Rail	Main Line		MP 2.07	Berks Street	3	2020	1992	75	13,184
Bridges	Deck Girder	Regional Rail	Main Line		MP 17.54	Tennis Avenue	3	2020	1989	75	1,184
Bridges	Deck Girder	Regional Rail	Main Line		MP 0.64	23rd Street	3	2020	1929	75	3,840
Bridges	Deck Girder	Regional Rail	Main Line		MP 5.03	Wayne Avenue	3	2020	1999	50	1,440
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 17.77	Stony Creek	2	2020	1987	50	1,920
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 5.14	Roosevelt Boulevard	3	2020	1959	75	4,992
Bridges	Deck Girder	Regional Rail	Manayunk-Norristown		MP 17.16	DeKalb Street	2	2020	1931	100	2,336
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 11.87	Crum Creek	4	2020	2016	75	29,280
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 14.41	Ridley Creek	4	2020	1988	50	20,480
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 10.12	Small Run	3	2020	2000	50	1,800
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 4.79	Cobbs Creek	4	2020	1988	50	12,096
Bridges	Deck Girder	Regional Rail	Media-Elwyn		MP 7.11	Darby Creek	3	2020	1987	50	10,624
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.79	S. Main Street (CSX)	3	2020	1912	100	784
Bridges	Deck Girder	Regional Rail	West Trenton		MP 12.78	Susquehanna Road	3	2020	2006	30	600
Bridges	Deck Girder	Regional Rail	West Trenton		MP 32.39	Street Road (CSX)	3	2020	1912	100	280
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.94	Pennsylvania Canal	3	2020	1912	100	6,580

Bridges	Deck Girder	Regional Rail	West Trenton		MP 31.63	Conrail and Canal	3	2020	1912	100	6,104
Bridges	Deck Girder	Regional Rail	West Trenton		MP 30.47	Reading Avenue	3	2020	1912	100	672
Bridges	Deck Girder	Regional Rail	West Trenton		MP 23.22	Hulmeville Road	3	2020	2001	75	1,152
Bridges	Deck Girder	Trolley	101		MP 6.70	Crum Creek	3	2020	1912	75	2,720
Bridges	Deck Girder	Trolley	101		MP 3.70	Darby Creek	3	2020	1912	135	1,664
Bridges	Deck Girder	Trolley	102		MP 1.13	Viaduct	3	2020	1995	75	1,952
Bridges	Deck Truss	Heavy Rail	Norristown High Speed Line		MP 12.81	Viaduct	2	2020	1912	40	101,600
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 3.46	SEPTA Bus Road	4	2020	1990	50	1,120
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 10.8	Golfer Underpass	3	2020	1911	120	640
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 3.47	Hathaway Lane	3	2020	1906	120	480
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 10.24	McFarland's Lane	3	2020	1911	120	640
Bridges	I-Beam	Heavy Rail	Norristown High Speed Line		MP 0.57	Raceway Stream	3	2020	1906	75	736
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 7.31	Musgrave Avenue	2	2020	1933	50	3,840
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 8.23	Upsal Street	3	2020	1954	50	3,520
Bridges	I-Beam	Regional Rail	Chestnut Hill East		MP 7.16	Magnolia Avenue	3	2020	1932	50	320
Bridges	I-Beam	Regional Rail	Doylestown		MP 3.42	Stream	3	2020	1914	120	224
Bridges	I-Beam	Regional Rail	Fox Chase		MP 8.22	Newtown Avenue	3	2020	1992	50	816
Bridges	I-Beam	Regional Rail	Main Line		MP 10.97	Tacony Creek	3	2020	1916	115	640
Bridges	I-Beam	Regional Rail	Main Line		MP 1.42	Grays Ferry Branch	2	2020	1929	50	2,112
Bridges	I-Beam	Regional Rail	Main Line		MP 2.46	Colona Street	3	2020	1993	50	3,200
Bridges	I-Beam	Regional Rail	Main Line		MP 14.74	Camp Hill Road	3	2020	1930	50	1,056
Bridges	I-Beam	Regional Rail	Main Line		MP 1.25	Grays Ferry Branch	2	2020	1929	50	4,224
Bridges	I-Beam	Regional Rail	Main Line		MP 15.24	Sandy Run	3	2020	1916	50	1,024
Bridges	I-Beam	Regional Rail	Main Line		MP 2.31	10th Street	4	2020	1992	75	7,040
Bridges	I-Beam	Regional Rail	Main Line		MP 18.87	Penllyn Pike	3	2020	2009	50	1,056
Bridges	I-Beam	Regional Rail	Main Line		MP 2.28	Diamond Street	4	2020	1992	75	3,840
Bridges	I-Beam	Regional Rail	Main Line		MP 13.04	North Hills Avenue	3	2020	2009	50	1,600
Bridges	I-Beam	Regional Rail	Main Line		MP 11.83	Easton Road	3	2020	1928	100	1,984
Bridges	I-Beam	Regional Rail	Main Line		MP 2.53	Dauphin Street	3	2020	1993	50	3,840
Bridges	I-Beam	Regional Rail	Media-Elwyn		MP 10.12	Small Run	2	2020	1965	50	1,728
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 14.95	Waterway	3	2020	1929	100	544
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 17.48	River bed	3	2020	1970	100	10,240
Bridges	I-Beam	Regional Rail	Norristown High Speed Line		MP 12.25	Spring Mill Creek	3	2020	1925	100	736
Bridges	I-Beam	Regional Rail	Warminster		MP 3.13	Hamilton Avenue	3	2020	1987	50	576
Bridges	I-Beam	Regional Rail	Warminster		MP 5.74	Pennypack Creek	4	2020	2005	75	4,432
Bridges	I-Beam	Regional Rail	West Trenton		MP 14.59	Valley Creek	3	2020	1923	50	1,728
Bridges	I-Beam	Regional Rail	West Trenton		MP 14.96	Pennypack Creek	3	2020	1923	50	6,400
Bridges	I-Beam	Trolley	101		MP 6.48	Whiskey Run	3	2020	2015	75	832
Bridges	I-Beam	Trolley	101		MP 3.77	Stream	3	2020	1997	50	832
Bridges	Multiplate Pipe	Regional Rail	Media-Elwyn		MP 8.45	Muckinlaps Run	3	2020	1961	50	288
Bridges	Multiplate Pipe	Regional Rail	West Trenton		MP 25.34	Stream	3	2020	1970	75	240
Bridges	Pedestrian Overpass	Regional Rail	Chestnut Hill West		MP 2.32	Queen Lane Station	3	2020	2010	50	66
Bridges	Pedestrian Overpass	Regional Rail	Chestnut Hill West		MP 4.94	Allens Lane Station	4	2020	2010	84	34
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 13.89	Oreland Station	3	2020	2002	50	45
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 7.03	Fern Rock Transportation Center	3	2020	1992	84	36
Bridges	Pedestrian Overpass	Regional Rail	Main Line		MP 8.69	Main Line	3	2020	1992	84	92
Bridges	Pedestrian Overpass	Regional Rail	Media-Elwyn		MP 1.78	University City	3	2020	1995	84	22
Bridges	Pedestrian Overpass	Regional Rail	Paoli-Thorndale		MP 17.05	Berwyn	3	2020	1999	84	115
Bridges	Pony Truss	Heavy Rail	Norristown High Speed Line		MP 13.41	Spur Track	3	2020	1989	75	9,920
Bridges	Prestressed Concrete	Bus	103		MP 3.46	Road	4	2020	1999	50	940
Bridges	Prestressed Concrete	Regional Rail	Airport		MP 8.30	Viaduct	3	2020	1980	50	25,632
Bridges	Prestressed Concrete	Regional Rail	Main Line		MP 8.38	Valley Road	3	2020	2010	50	1,120
Bridges	Rail Stringer	Heavy Rail	Norristown High Speed Line		MP 1.42	Overbrook Creek	3	2020	1906	50	352
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 11.15	Amtrak	3	2020	1995	50	4,576
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 9.65	Leigh Avenue	3	2020	1995	50	3,600
Bridges	Steel Truss	Heavy Rail	Market-Frankford		MP 9.7	Reading Coal Yard	3	2020	1995	50	6,272
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Millbourne Abutment to 44th St Portal	3	2020	2009	75	364,288
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Church St to Last Bent Before FTC	3	2020	2002	75	153,762
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford		MP 13.1	FTC	3	2020	1993	75	33,455
Bridges	Steel Viaduct	Heavy Rail	Market-Frankford			Portal to Ellen	3	2020	1974	75	134,384
Bridges	Steel Viaduct	Trolley	102		MP 3.06	Darby Creek	3	2020	1905	120	3,840

Bridges	Stone Arch	Heavy Rail	Norristown High Speed Line		MP 5.99	Meadowbrook	2	2020	1905	100	320
Bridges	Stone Arch	Regional Rail	Chestnut Hill East		MP 9.54	Stream	3	2020	1989	50	256
Bridges	Stone Arch	Regional Rail	Chestnut Hill East		MP 9.57	PC EST RR	3	2020	1931	100	960
Bridges	Stone Arch	Regional Rail	Doylestown		MP 4.87	Creek	2	2020	1915	100	80
Bridges	Stone Arch	Regional Rail	Fox Chase		MP 6.87	5th Street	3	2020	1892	100	1,088
Bridges	Stone Arch	Regional Rail	Fox Chase		MP 7.95	Tacony Creek	3	2020	1895	100	960
Bridges	Stone Arch	Regional Rail	Main Line		MP 18.91	Stream	2	2020	1998	50	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 21.52	Stream	3	2020	1903	100	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 17.31	Honey Run Creek	2	2020	2000	30	192
Bridges	Stone Arch	Regional Rail	Main Line		MP 19.81	Wissahickon Creek	3	2020	1989	100	2,304
Bridges	Stone Arch	Regional Rail	Main Line		MP 22.93	Wissahickon Creek	4	2020	1903	160	480
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 12.12	Dicks Run	4	2020	1954	115	480
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 8.45	Muckinpat's Run	3	2020	1854	100	192
Bridges	Stone Arch	Regional Rail	Media-Elwyn		MP 12.68	Stream	2	2020	1854	100	160
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 6.24	Wissahickon Creek	3	2020	1882	140	11,680
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 12.07	Stream	3	2020	1936	100	512
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 16.88	Sawmill Run	3	2020	1934	160	1,056
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 4.61	Dobson Creek	4	2020	1934	130	320
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 9.93	Stream	4	2020	1834	230	320
Bridges	Stone Arch	Regional Rail	Norristown High Speed Line		MP 9.41	Stream	4	2020	1834	230	640
Bridges	Stone Arch	Regional Rail	Warminster		MP 7.37	Stream	3	2020	1990	50	128
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.16	Stream	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 20.21	Stream	4	2020	1876	190	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 24.92	Race	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.95	Stream	3	2020	1891	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 13.70	Stream	2	2020	1912	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 28.31	Brock Creek - CSX	3	2020	1912	100	560
Bridges	Stone Arch	Regional Rail	West Trenton		MP 17.57	Stream	3	2020	1876	100	320
Bridges	Stone Arch	Regional Rail	West Trenton		MP 19.21	Poquessing Creek	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 24.95	Mill Creek	3	2020	2005	50	960
Bridges	Stone Arch	Regional Rail	West Trenton		MP 26.69	Stream	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 18.52	Stream	3	2020	2001	50	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 23.48	Stream	3	2020	1876	100	576
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.85	Stream	3	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 14.20	Stream	3	2020	1912	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 12.38	Meadowbrook	4	2020	1900	190	320
Bridges	Stone Arch	Regional Rail	West Trenton		MP 19.16	Race	4	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.65	Stream	2	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 15.95	Stream	2	2020	1876	100	192
Bridges	Stone Arch	Regional Rail	West Trenton		MP 12.97	Stream	3	2020	1912	100	160
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.67	Stream	3	2020	1876	100	384
Bridges	Stone Arch	Regional Rail	West Trenton		MP 22.38	Stream	3	2020	1876	100	288
Bridges	Stone Arch	Regional Rail	West Trenton		MP 16.25	Stream	3	2020	1876	100	192
Bridges	Through Girder	Heavy Rail	Broad Street Line & Spur		MP 5.79	Ridge Spur at Fairmont Station	3	2020	1928	100	70
Bridges	Through Girder	Heavy Rail	Broad Street Line & Spur		MP 7.07	PATCO at Walnut-Locus Station	3	2020	1930	100	30
Bridges	Through Girder	Heavy Rail	Market-Frankford		MP 4.2	33rd Street	3	2020	1955	75	960
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 5.83	Roberts Road	3	2020	1906	75	1,280
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 7.46	Lancaster Avenue	3	2020	1911	75	1,600
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 7.35	Sproul Road	3	2020	1911	75	1,056
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 0.51	State Road	3	2020	1906	75	1,920
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 9.31	Montgomery Avenue	3	2020	1911	75	4,064
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 1.66	Stream Bed	3	2020	1906	120	960
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 12.76	6th Street	3	2020	1911	75	1,760
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 1.94	Manoa Road	3	2020	1905	120	1,120
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 6.79	Ithan Avenue	3	2020	1906	75	1,280
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 0.15	MFSE Yard	2	2020	1906	75	1,408
Bridges	Through Girder	Heavy Rail	Norristown High Speed Line		MP 5.19	Landover Road	3	2020	1906	120	1,280
Bridges	Through Girder	Regional Rail	Airport		MP 4.06	Amtrak	3	2020	1980	75	1,808
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.90	Mt. Pleasant Avenue	2	2020	1907	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.51	Vernon Road	3	2020	1907	75	2,240
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.39	Haines Street	3	2020	1893	75	2,240

Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.09	Wister Street	3	2020	1931	75	1,600
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.41	Penn Street	3	2020	1932	75	2,880
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.81	Sedgwick Avenue	3	2020	1908	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.84	Washington Lane	3	2020	1901	75	1,728
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.91	Baynton Street	3	2020	1933	75	1,888
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.63	Chew Avenue	3	2020	1901	75	4,992
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 10.00	Willow Grove Avenue	3	2020	1930	75	1,920
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 8.70	Gorgas Street	3	2020	1907	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.06	Morton Street	3	2020	1933	75	1,920
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 6.85	Chelten Avenue	3	2020	1933	75	3,840
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 5.18	Germantown Avenue	3	2020	1989	50	2,240
Bridges	Through Girder	Regional Rail	Chestnut Hill East		MP 7.49	High Street	3	2020	1901	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.42	Carpenter Street	2	2020	1928	75	2,368
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.34	17th Street	3	2020	1916	75	2,528
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.72	21st Street	3	2020	1918	75	2,208
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.17	Hunting Park Avenue	3	2020	1910	75	3,328
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.21	16th & Indiana Street - 2 spans	2	2020	1916	75	2,432
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.06	SEPTA Mainline	3	2020	1913	75	2,464
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.21	16th & Indiana Street - 1 span	2	2020	1916	75	1,408
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 2.98	Rittenhouse Street	2	2020	1918	75	1,824
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.22	Cherokee Street	3	2020	1918	75	2,176
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 3.88	Greene Street	2	2020	1917	75	2,688
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 6.13	Gravers Lane	3	2020	1918	75	1,984
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.01	Hortter Street	2	2020	1986	50	2,944
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.83	22nd Street	3	2020	1918	75	3,808
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 4.74	Mount Pleasant Avenue	2	2020	1917	75	2,080
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 0.64	Allegheny Avenue	2	2020	1916	75	8,160
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 3.47	Pomona Street	4	2020	1991	75	1,760
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.26	CSX RR	3	2020	1917	75	2,368
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 5.67	Springfield Avenue	2	2020	1917	75	1,824
Bridges	Through Girder	Regional Rail	Chestnut Hill West		MP 1.56	Roberts Avenue	2	2020	1911	75	4,128
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.37	Jefferson Street	2	2020	1902	75	1,216
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.98	Wynnefield Avenue	3	2020	1918	75	4,992
Bridges	Through Girder	Regional Rail	Cynwyd		MP 4.75	Bryn Mawr Avenue	3	2020	1918	75	3,680
Bridges	Through Girder	Regional Rail	Fox Chase		MP 6.68	Abandoned ROW	3	2020	1946	75	1,088
Bridges	Through Girder	Regional Rail	Fox Chase		MP 6.44	10th Street	3	2020	1913	75	1,376
Bridges	Through Girder	Regional Rail	Fox Chase		MP 7.03	3rd Street	2	2020	1910	75	944
Bridges	Through Girder	Regional Rail	Fox Chase		MP 7.25	Mascher & Tabor	3	2020	1993	50	1,680
Bridges	Through Girder	Regional Rail	Fox Chase		MP 10.20	Cottman Avenue	3	2020	1928	100	1,248
Bridges	Through Girder	Regional Rail	Main Line		MP 2.41	Susquehanna Avenue	4	2020	1993	75	4,800
Bridges	Through Girder	Regional Rail	Main Line		MP 6.68	Tabor Road	3	2020	1926	100	1,040
Bridges	Through Girder	Regional Rail	Main Line		MP 0.49	21st Street	2	2020	1929	75	4,224
Bridges	Through Girder	Regional Rail	Main Line		MP 0.96	Fairmount Avenue	4	2020	1993	75	3,392
Bridges	Through Girder	Regional Rail	Main Line		MP 6.68	Tabor Road	4	2020	1997	75	2,240
Bridges	Through Girder	Regional Rail	Main Line		MP 2.49	11th & Nevada	4	2020	1993	75	4,800
Bridges	Through Girder	Regional Rail	Main Line		MP 2.79	13th & Cumberland	3	2020	1993	75	2,400
Bridges	Through Girder	Regional Rail	Main Line		MP 9.22	Park Avenue	3	2020	1992	75	1,600
Bridges	Through Girder	Regional Rail	Main Line		MP 6.74	Olney Avenue	2	2020	1901	75	3,120
Bridges	Through Girder	Regional Rail	Main Line		MP 9.49	Old York Road	4	2020	1993	75	3,168
Bridges	Through Girder	Regional Rail	Main Line		MP 4.06	20th Street	4	2020	1992	75	3,584
Bridges	Through Girder	Regional Rail	Main Line		MP 4.26	Erie Avenue	4	2020	1993	75	8,320
Bridges	Through Girder	Regional Rail	Main Line		MP 4.53	CSX RR	3	2020	1980	75	1,600
Bridges	Through Girder	Regional Rail	Main Line		MP 11.62	Keswick Avenue	2	2020	1904	75	2,176
Bridges	Through Girder	Regional Rail	Main Line		MP 4.15	Venango Street	4	2020	1993	75	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 1.97	Montgomery Avenue	3	2020	1992	75	3,200
Bridges	Through Girder	Regional Rail	Main Line		MP 2.66	12th & York	2	2020	1993	75	12,000
Bridges	Through Girder	Regional Rail	Main Line		MP 3.81	Westmoreland Street	4	2020	1992	75	3,968
Bridges	Through Girder	Regional Rail	Main Line		MP 5.17	Geermantown Avenue	3	2020	1985	50	1,120
Bridges	Through Girder	Regional Rail	Main Line		MP 3.92	Ontario Street	4	2020	1992	75	3,456
Bridges	Through Girder	Regional Rail	Main Line		MP 7.56	Chelten Avenue	3	2020	1985	50	2,784
Bridges	Through Girder	Regional Rail	Main Line		MP 1.76	Oxford Street	3	2020	1993	75	3,200

Bridges	Through Girder	Regional Rail	Main Line		MP 3.84	19th Street	3	2020	1992	75	8,640
Bridges	Through Girder	Regional Rail	Main Line		MP 7.37	Godfrey Avenue SR4002	3	2020	1919	75	2,400
Bridges	Through Girder	Regional Rail	Main Line		MP 0.72	ranch - Crossing: B & O	3	2020	1929	75	7,104
Bridges	Through Girder	Regional Rail	Main Line		MP 5.17	Germantown Avenue	4	2020	1996	75	2,240
Bridges	Through Girder	Regional Rail	Main Line		MP 4.03	Tioga Street	3	2020	1992	75	3,584
Bridges	Through Girder	Regional Rail	Main Line		MP 6.44	10th Street	3	2020	1997	50	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 4.37	Hunting Park Avenue	3	2020	1993	75	7,680
Bridges	Through Girder	Regional Rail	Main Line		MP 3.69	Allegheny Avenue	4	2020	1992	75	8,064
Bridges	Through Girder	Regional Rail	Main Line		MP 6.01	Broad & Old York Road	3	2020	1992	50	8,960
Bridges	Through Girder	Regional Rail	Main Line		MP 1.86	Cecil B. Moore	3	2020	1993	75	3,840
Bridges	Through Girder	Regional Rail	Main Line		MP 0.58	22nd Street	2	2020	1929	75	4,224
Bridges	Through Girder	Regional Rail	Main Line		MP 2.79	13th & Cumberland	4	2020	1993	75	9,600
Bridges	Through Girder	Regional Rail	Main Line		MP 6.74	Olney Avenue	3	2020	1901	75	1,040
Bridges	Through Girder	Regional Rail	Main Line		MP 4.09	Atlantic Street	3	2020	1992	75	3,456
Bridges	Through Girder	Regional Rail	Main Line		MP 3.01	Broad St. Subway	3	2020	1928	100	5,120
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.48	Manayunk Viaduct	4	2020	1998	75	52,480
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.87	21st Street	3	2020	1939	100	2,080
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.20	Pensdale Street	3	2020	1931	75	1,664
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.87	Leverington Avenue	3	2020	1930	75	5,120
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.96	22nd Street	3	2020	1939	100	2,240
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 4.66	CSX Railroad	3	2020	1991	50	4,160
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 7.13	Jamestown Street	3	2020	1930	75	1,664
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 3.83	Allegheny Avenue	3	2020	1939	75	8,480
Bridges	Through Girder	Regional Rail	Manayunk-Norristown		MP 4.51	Hunting Park Avenue	3	2020	1910	75	4,160
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 11.27	Chester Road-Rt 320	3	2020	1999	75	2,144
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 7.65	Springfield Road	3	2020	1915	75	1,184
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 4.23	55th Street	3	2020	1914	75	2,848
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 3.43	Springfield Avenue	3	2020	1911	75	3,168
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 12.09	Blue Route (I-476)	4	2020	1990	75	4,544
Bridges	Through Girder	Regional Rail	Media-Elwyn		MP 2.25	University Avenue	3	2020	1931	75	3,680
Bridges	Through Girder	Regional Rail	Warminster		MP 5.13	Terwood Road	3	2020	1965	75	1,520
Bridges	Through Girder	Regional Rail	West Trenton		MP 12.78	Susquehanna Road	3	2020	1991	75	960
Bridges	Through Girder	Regional Rail	West Trenton		MP 13.88	Mill Road	3	2020	1930	75	2,560
Bridges	Through Girder	Regional Rail	West Trenton		MP 32.46	Sullivan Way (CSX)	3	2020	1912	100	2,856
Bridges	Through Girder	Regional Rail	West Trenton		MP 24.85	Flowers Mill Road	2	2020	1905	75	2,016
Bridges	Through Girder	Trolley	10, 11, 13, 34, 36		MP 2.4	Juniper Station	3	2020	1928	100	960
Bridges	Through Truss	Regional Rail	Chestnut Hill West		MP 0.35	Main Line	3	2020	2015	75	4,160
Bridges	Timber	Regional Rail	Main Line		MP 10.73	Tacony Creek	2	2020	2006	50	594
Communications	Cable	Systemwide	Systemwide				3	2020	1955	75	1
Communications	Cable	Systemwide	Systemwide				3	2020	2011	30	1
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	15	300
Communications	Equipment	Systemwide	Systemwide				3	2020	2001	10	1,500
Communications	Equipment	Systemwide	Systemwide				3	2020	1980	10	1
Communications	Equipment	Systemwide	Systemwide				3	2020	1980	10	250
Communications	Equipment	Systemwide	Systemwide				3	2020	2011	40	1,000
Communications	Equipment	Systemwide	Systemwide				3	2020	1995	10	2,500
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	7	3,000
Communications	Equipment	Systemwide	Systemwide				3	2020	2003	10	300
Communications	Equipment	Systemwide	Systemwide				3	2020	2015	7	2,500
Communications	Equipment	Systemwide	Systemwide				3	2020	1975	50	8
Communications	Equipment	Systemwide	Systemwide				3	2020	1995	30	4,500
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	1990	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	1990	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2020	2012	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	1992	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	1992	30	1

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Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Frankford Transportation	MP 13.1		3	2020	2005	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2020	1994	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2020	1994	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		3	2020	2008	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		3	2020	2008	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2020	1996	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transportation	MP 13.32		3	2020	1987	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	30th Street Station	MP 0.9		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0	17th and JFK	3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	All Lines	Suburban Station	MP 0	16th	3	2020	2004	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garage	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garage	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Lansdale-Doylestown	Lansdale Parking Garage	MP 24.9		3	2020	2016	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Fern Rock	MP 7		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Fern Rock	MP 7		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	10th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	12th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	10th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Jefferson	MP 0.5	12th and Filbert	3	2020	1982	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2020	1995	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Temple	MP 2.1		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Temple	MP 2.1		3	2020	1993	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2020	2015	30	1
Elevators & Escalators	Elevator	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2020	2015	30	1
Elevators & Escalators	Elevator	Regional Rail	Trenton	Levittown	MP 26.8		3	2020	2019	30	1
Elevators & Escalators	Elevator	Regional Rail	Trenton	Levittown	MP 26.8		3	2020	2019	30	1
Elevators & Escalators	Elevator	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2020	1999	30	1
Elevators & Escalators	Elevator	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2020	1999	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2020	2007	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2020	2007	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		3	2020	2004	30	1
Elevators & Escalators	Elevator	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		3	2020	2004	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2020	2014	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2020	2014	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transportation	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Norristown High Speed Line	Norristown Transportation	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2020	2006	30	1
Elevators & Escalators	Elevator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Olney	MP 0.76		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2020	2016	30	1

Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2020	2002	30	1
Elevators & Escalators	Escalator	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2020	2002	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2020	2000	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	15th Street	MP 5.3		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	15th Street	MP 5.3		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2020	2004	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	46th Street	MP 2.75		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	46th Street	MP 2.75		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	56th Street	MP 1.75		3	2020	2005	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	56th Street	MP 1.75		3	2020	2005	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	60th Street	MP 1.3		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	60th Street	MP 1.3		3	2020	2007	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	63rd Street	MP 1		3	2020	2008	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	63rd Street	MP 1		3	2020	2008	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2020	2016	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Arrott Transportation Center	MP 12.5		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2020	2012	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Frankford Transportation Center	MP 13.1		3	2020	2003	30	1
Elevators & Escalators	Escalator	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2020	2001	30	1
Elevators & Escalators	Escalator	Heavy Rail	Norristown High Speed Line	Norristown Transportation Center	MP 13.32		3	2020	2007	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	30th Street	MP 0.9		3	2020	2001	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	All Lines	Suburban Station	MP 0		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Elevators & Escalators	Escalator	Regional Rail	Main Line	Jefferson	MP 0.5		3	2020	2008	30	1
Fare Equipment	ADA Faregates	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	30
Fare Equipment	ADA Faregates	Systemwide	Systemwide				4	2020	2015	12	76
Fare Equipment	Bi-Directional Rotogates	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	6
Fare Equipment	Depot Computer Systems	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2010	5	15
Fare Equipment	Fare Vending Machines	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	108
Fare Equipment	Fare Vending Machines	Systemwide	Systemwide				4	2020	2016	12	225
Fare Equipment	GFI - Mobile Units	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	50
Fare Equipment	GFI - Probes	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	65
Fare Equipment	GFI -Farebox	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	1994	12	1,815
Fare Equipment	GFI -Farebox	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2010	7	211
Fare Equipment	On-Board Processors	Bus, Heavy Rail, Trolley	Systemwide: Bus, Trolley, Heavy Rail				4	2020	2016	12	1,704
Fare Equipment	Parking Payment Stations	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	313
Fare Equipment	Platform MIDS	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	745
Fare Equipment	Regional Rail Turnstiles	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	138
Fare Equipment	Sales Devices	Regional Rail	Systemwide: Regional Rail				4	2020	2017	12	13
Fare Equipment	Sales Devices	Systemwide	Systemwide				4	2020	2016	12	39
Fare Equipment	Turnstiles	Systemwide	Systemwide				4	2020	2015	12	366
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1

Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	110 Victory			4	2020	2002	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage			4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage			4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Allegheny Garage			4	2020	1985	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop			4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop			4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Berridge Shop			4	2020	1994	30	1
Industrial Equipment	Boilers	Bus	All Lines	Callowhill Garage			4	2020	1993	30	1
Industrial Equipment	Boilers	Bus	All Lines	Callowhill Garage			4	2020	1983	30	1
Industrial Equipment	Boilers	Bus	All Lines	Comly Garage			4	2020	2015	30	1
Industrial Equipment	Boilers	Bus	All Lines	Comly Garage			4	2020	1970	30	1
Industrial Equipment	Boilers	Bus	All Lines	Frankford Garage			4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	Frankford Garage			4	2020	2009	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Midvale Garage			4	2020	1996	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage			4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage			4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage			4	2020	2014	30	1
Industrial Equipment	Boilers	Bus	All Lines	Southern Garage			4	2020	2014	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	103 Victory			4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	103 Victory			4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	69th Street Motor Sho			4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	All Lines	Woodland Shop			4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			4	2020	1985	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Bridge Street Car Hous			4	2020	1983	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Bridge Street Car Hous			4	2020	1983	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Frankford Transportati			4	2020	2001	30	1
Industrial Equipment	Boilers	Heavy Rail	Market-Frankford	Frankford Transportati			4	2020	2001	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop			4	2020	2010	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop			4	2020	2010	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Broad & Lehigh Shop			4	2020	2011	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop			4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop			4	2020	1987	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop			4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	All Lines	Roberts Shop			4	2020	1988	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop			4	2020	1983	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop			4	2020	1983	30	1
Industrial Equipment	Boilers	Regional Rail	Main Line	Wayne Junction Shop			4	2020	1983	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Bustleton Shop			4	2020	1998	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Courtland Shop			4	2020	1985	30	1
Industrial Equipment	Boilers	Systemwide	All Lines	Courtland Shop			4	2020	1985	30	1
Industrial Equipment	Boilers	Trolley	10, 11, 13, 34, 36	Woodland Shop			4	2020	1981	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 36	Woodland Shop			4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 37	Elmwood Shop			4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 38	Elmwood Shop			4	2020	2016	30	1
Industrial Equipment	Boilers	Trolley	11, 13, 34, 39	Berridge Shop			4	2020	2016	30	1
Industrial Equipment	Collision Racks	Bus	All Lines	110 Victory			4	2020	2004	25	1
Industrial Equipment	Collision Racks	Bus	All Lines	Berridge Shop			4	2020	1990	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory			4	2020	1950	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory			4	2020	1950	25	1
Industrial Equipment	Cranes	Bus	All Lines	110 Victory			4	2020	1950	25	1

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Industrial Equipment	Cranes	Paratransit	All Lines	Germantown Garage				4	2020	1962	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Allegheny Pump Room				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Broad & Lehigh Shop				4	2020	1965	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1965	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Frazer Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Overbrook Shop				4	2020	1986	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1993	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1993	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1993	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1994	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1993	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Roberts Shop				4	2020	1993	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Regional Rail	All Lines	Wayne Junction Shop				4	2020	1955	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1952	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1952	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	2008	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1992	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1952	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1952	25	1
Industrial Equipment	Cranes	Systemwide	All Lines	Courtland Shop				4	2020	1952	25	1
Industrial Equipment	Cranes	Trolley	15	Mt Vernon Substation				4	2020	1965	25	1
Industrial Equipment	Cranes	Trolley	15	Woodland Substation				4	2020	1965	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Elmwood Shop				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Woodland Substation				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Woodland Substation				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Woodland Substation				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Woodland Substation				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	10, 11, 13, 34, 36	Woodland Substation				4	2020	1982	25	1
Industrial Equipment	Cranes	Trolley	11, 13, 34, 36	Comly Garage				4	2020	1965	25	1
Industrial Equipment	Cranes	Trolley	11, 13, 34, 36	Elmwood Shop				4	2020	1962	25	1
Industrial Equipment	Cranes	Trolley	11, 13, 34, 36	Woodland Substation				4	2020	1965	25	1
Industrial Equipment	Cranes	Trolley	11, 13, 34, 36	Woodland Substation				4	2020	1962	25	1
Industrial Equipment	Lathe	Bus	All Lines	Frontier Garage				4	2020	1987	30	1
Industrial Equipment	Lathe	Bus	All Lines	Germantown Garage				4	2020	1985	30	1
Industrial Equipment	Lathe	Bus	All Lines	Midvale Garage				4	2020	1985	30	1
Industrial Equipment	Lathe	Paratransit	All Lines	Comly Garage				4	2020	1987	30	1
Industrial Equipment	Lathe	Paratransit	All Lines	Germantown Garage				4	2020	1985	30	1

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Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2014	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2016	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	1952	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Courtland Shop			4	2020	2016	30	1
Industrial Equipment	Lifts	Systemwide	All Lines	Germantown Garage			4	2020	2014	30	1
Industrial Equipment	Lifts	Trolley	All Lines	110 Victory			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Lifts	Trolley	All Lines	Woodland Shop			4	2020	1982	30	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory			4	2020	1991	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory			4	2020	1990	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	110 Victory			4	2020	1990	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Berridge Shop			4	2020	1994	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Berridge Shop			4	2020	1991	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Courtland Shop			4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage			4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage			4	2020	1996	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Midvale Garage			4	2020	1980	15	1
Industrial Equipment	Paint Booth	Bus	All Lines	Southern Garage			4	2020	1994	15	1
Industrial Equipment	Paint Booth	Heavy Rail	All Lines	Woodland Shop			4	2020	1990	15	1
Industrial Equipment	Paint Booth	Systemwide	All Lines	69th Street Shop			4	2020	1990	15	1
Industrial Equipment	Paint Booth	Trolley	All Lines	Germantown Garage			4	2020	1980	15	1
Industrial Equipment	Paint Booth	Trolley	All Lines	Woodland Shop			4	2020	1980	15	1
Industrial Equipment	Train Washer	Regional Rail	All Lines	Fern Rock Shop			4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Heavy Rail	All Lines	69th Street Shop			4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Heavy Rail	All Lines	Woodland Shop			4	2020	1998	40	1
Industrial Equipment	Vehicle Transfer Table	Trolley	All Lines	Comly Garage			4	2020	1998	40	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Allegheny Garage			4	2020	2017	50	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Allegheny Garage			4	2020	1992	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Callowhill Garage			4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Courtland Shop			4	2020	1990	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Frankford Garage			4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Frontier Garage			4	2020	2017	50	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Midvale Garage			4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Midvale Garage			4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Southern Garage			4	2020	2010	20	1
Industrial Equipment	Vehicle Washer	Bus	All Lines	Southern Garage			4	2020	1996	20	1
Industrial Equipment	Vehicle Washer	Heavy Rail	All Lines	Bridge Street Car Hous			4	2020	1982	20	1

Industrial Equipment	Vehicle Washer	Heavy Rail	All Lines	Elmwood Shop		4	2020	1980	50	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Fern Rock Shop		4	2020	2008	20	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Overbrook Shop		4	2020	2004	20	1
Industrial Equipment	Vehicle Washer	Regional Rail	All Lines	Roberts Shop		4	2020	1988	20	1
Industrial Equipment	Vehicle Washer	Systemwide	All Lines	Frazer Shop		4	2020	1989	20	1
Industrial Equipment	Vehicle Washer	Trolley	All Lines	Comly Garage		4	2020	1991	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Allegheny Garage		4	2020	1995	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Berridge Shop		4	2020	1990	20	1
Industrial Equipment	Wheel Alignment	Bus	All Lines	Berridge Shop		4	2020	1981	20	1
Industrial Equipment	Wheel Alignment	Paratransit	All Lines	Germantown Garage		4	2020	1981	20	1
Industrial Equipment	Wheel Alignment	Regional Rail	All Lines	Overbrook Shop		4	2020	1986	15	1
Industrial Equipment	Wheel Alignment	Systemwide	All Lines	110 Victory		4	2020	1985	15	1
Industrial Equipment	Wheel Truing	Heavy Rail	All Lines	69th Street Shop		4	2020	1987	15	1
Industrial Equipment	Wheel Truing	Heavy Rail	All Lines	Woodland Shop		4	2020	1987	15	1
Industrial Equipment	Wheel Truing	Regional Rail	All Lines	Fern Rock Shop		4	2020	1990	15	1
Industrial Equipment	Wheel Truing	Trolley	All Lines	Woodland Shop		4	2020	1993	50	1
Parking	Garage	Heavy Rail	Market-Frankford	Frankford Transportati		4	2017	2003	25	1
Parking	Garage	Regional Rail	Manayunk-Norristown	Norristown Transporta		4	2019	2008	25	1
Parking	Garage	Heavy Rail	Market-Frankford	Frankford Transportati		4	2017	2003	50	989
Parking	Garage	Regional Rail	Main Line	Landsale		5	2017	2017	50	680
Parking	Garage	Regional Rail	Manayunk-Norristown	Norristown Transporta		4	2019	2008	50	513
Parking	Surface Lot	Heavy Rail	Broad Street Line & Spur	Fern Rock		4	2019	1983	30	1
Parking	Surface Lot	Heavy Rail	Chestnut Hill East	Chestnut Hill East		4	2019	1994	40	32
Parking	Surface Lot	Heavy Rail	Market-Frankford	69th Street		4	2019	1992	40	505
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Ardmore Junction		4	2020	2008	40	29
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Bryn Mawr-NHSL		3	2020	1994	40	161
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	DeKalb Street		3	2019	1994	40	34
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Gulph Mills		3	2019	1994	40	113
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Haverford - NHSL		4	2019	2008	40	78
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Matsonford		3	2019	1994	40	84
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Radnor - NHSL		4	2019	1994	40	13
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Villanova - NHSL		4	2019	1994	40	19
Parking	Surface Lot	Heavy Rail	Norristown High Speed Line	Wynnewood Road		4	2019	2011	40	43
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Carpenter		4	2019	2009	40	150
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Germantown		3	2019	2010	40	130
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Gravers		3	2019	2010	40	13
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Sedgwick		3	2019	2004	40	17
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Stenton		3	2019	1999	40	20
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Washington Lane		3	2019	1999	40	62
Parking	Surface Lot	Regional Rail	Chestnut Hill East	Wyndmoor		4	2019	2011	40	41
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Cheltenham Ave.		3	2019	2003	40	93
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Chestnut Hill West		3	2019	1994	40	27
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Queen Lane		3	2019	2011	40	173
Parking	Surface Lot	Regional Rail	Chestnut Hill West	St. Martins		4	2019	2009	40	41
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Tulpehocken		4	2019	2011	40	76
Parking	Surface Lot	Regional Rail	Chestnut Hill West	Upsal		3	2019	2011	40	35
Parking	Surface Lot	Regional Rail	Cynwyd	Bala		3	2019	1994	40	7
Parking	Surface Lot	Regional Rail	Cynwyd	Cynwyd		4	2019	1994	40	76
Parking	Surface Lot	Regional Rail	Cynwyd	Wynnefield		3	2019	1989	40	41
Parking	Surface Lot	Regional Rail	Doylestown	Chalfont		4	2019	1989	40	71
Parking	Surface Lot	Regional Rail	Doylestown	Colmar		4	2016	2005	40	101
Parking	Surface Lot	Regional Rail	Doylestown	Doylestown		3	2016	2000	40	291
Parking	Surface Lot	Regional Rail	Doylestown	Fortuna		4	2016	2008	40	169
Parking	Surface Lot	Regional Rail	Doylestown	New Britain		3	2016	2008	40	33
Parking	Surface Lot	Regional Rail	Fox Chase	Cheltenham		4	2016	2006	40	39
Parking	Surface Lot	Regional Rail	Fox Chase	Fox Chase		4	2019	2007	40	14
Parking	Surface Lot	Regional Rail	Fox Chase	Olney		3	2019	2010	40	12
Parking	Surface Lot	Regional Rail	Fox Chase	Ryers		4	2019	2010	40	66
Parking	Surface Lot	Regional Rail	Main Line	Ambler		4	2019	2012	40	62
Parking	Surface Lot	Regional Rail	Main Line	Elkins Park		3	2019	2011	40	588
Parking	Surface Lot	Regional Rail	Main Line	Fern Rock		3	2016	2002	40	35

Parking	Surface Lot	Regional Rail	Main Line	Fort Washington			3	2019	1989	40	93
Parking	Surface Lot	Regional Rail	Main Line	Glenside			3	2019	2007	40	573
Parking	Surface Lot	Regional Rail	Main Line	Gwynedd Valley			3	2019	2009	40	260
Parking	Surface Lot	Regional Rail	Main Line	Jenkintown			3	2019	1999	40	118
Parking	Surface Lot	Regional Rail	Main Line	Lansdale			3	2019	2007	40	589
Parking	Surface Lot	Regional Rail	Main Line	Melrose Park			4	2019	2001	40	497
Parking	Surface Lot	Regional Rail	Main Line	North Hills			4	2019	2007	40	198
Parking	Surface Lot	Regional Rail	Main Line	North Wales			3	2019	1994	40	147
Parking	Surface Lot	Regional Rail	Main Line	Oreland			3	2019	2009	40	435
Parking	Surface Lot	Regional Rail	Main Line	Penlylyn			3	2016	2001	40	145
Parking	Surface Lot	Regional Rail	Main Line	Pennbrook			3	2019	1984	40	55
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Conshohocken			3	2019	1994	40	84
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	East Falls			3	2019	2000	40	95
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Elm Street			3	2019	1984	40	51
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Ivy Ridge			3	2019	1994	40	246
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Main Street			4	2019	2007	40	291
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Miquon			3	2019	2003	40	92
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Norristown Transporta			3	2019	1997	40	230
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Spring Mill			3	2019	2006	40	180
Parking	Surface Lot	Regional Rail	Manayunk-Norristown	Wissahickon			3	2019	2001	40	104
Parking	Surface Lot	Regional Rail	Media-Elwyn	Clifton-Aldan			3	2019	2008	40	206
Parking	Surface Lot	Regional Rail	Media-Elwyn	Elwyn			3	2019	2002	40	142
Parking	Surface Lot	Regional Rail	Media-Elwyn	Gladstone			3	2019	2003	40	348
Parking	Surface Lot	Regional Rail	Media-Elwyn	Lansdowne			3	2019	2001	40	106
Parking	Surface Lot	Regional Rail	Media-Elwyn	Media			3	2019	2002	40	127
Parking	Surface Lot	Regional Rail	Media-Elwyn	Morton			3	2019	1999	40	250
Parking	Surface Lot	Regional Rail	Media-Elwyn	Moylan-Rose Valley			3	2019	2010	40	81
Parking	Surface Lot	Regional Rail	Media-Elwyn	Primos			3	2019	1994	40	149
Parking	Surface Lot	Regional Rail	Media-Elwyn	Secane			4	2019	2002	40	119
Parking	Surface Lot	Regional Rail	Media-Elwyn	Swarthmore			3	2019	1994	40	41
Parking	Surface Lot	Regional Rail	Media-Elwyn	Wallingford			3	2019	2002	40	153
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Ardmore			3	2019	2002	40	61
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Berwyn			3	2020	2005	40	109
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Bryn Mawr			3	2020	2000	40	116
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Daylesford			3	2016	2005	40	199
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Devon			3	2020	1997	40	152
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Downingtown			3	2020	2000	40	267
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Exton			3	2020	2008	40	226
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Haverford			5	2020	2018	40	643
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Malvern			3	2020	2008	40	169
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Merion			4	2020	2011	40	341
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Narberth			3	2016	2008	40	87
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Overbrook			3	2016	2008	40	111
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Paoli			4	2020	2003	40	177
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Radnor			5	2020	2018	40	486
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Rosemont			4	2016	2002	40	141
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	St. Davids			3	2018	2008	40	112
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Strafford			3	2020	1989	40	57
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Thorndale			3	2020	2009	40	218
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Villanova			3	2020	1999	40	447
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Wayne			3	2016	1984	40	167
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Whitford			4	2020	2010	40	142
Parking	Surface Lot	Regional Rail	Paoli-Thorndale	Wynnewood			3	2016	1989	40	229
Parking	Surface Lot	Regional Rail	Trenton	Bristol			3	2016	2002	40	239
Parking	Surface Lot	Regional Rail	Trenton	Cornwells Heights			3	2019	2002	40	294
Parking	Surface Lot	Regional Rail	Trenton	Croydon			4	2019	1997	40	329
Parking	Surface Lot	Regional Rail	Trenton	Holmesburg			4	2019	2011	40	115
Parking	Surface Lot	Regional Rail	Trenton	Levittown			3	2019	2003	40	37
Parking	Surface Lot	Regional Rail	Warminster	Ardley			5	2020	2019	40	382
Parking	Surface Lot	Regional Rail	Warminster	Crestmont			3	2020	1995	40	47
Parking	Surface Lot	Regional Rail	Warminster	Hatboro			3	2020	2001	40	20

Parking	Surface Lot	Regional Rail	Warminster	Roslyn			3	2020	1984	40	100
Parking	Surface Lot	Regional Rail	Warminster	Warminster			2	2016	2001	40	87
Parking	Surface Lot	Regional Rail	Warminster	Willow Grove			4	2020	2001	40	800
Parking	Surface Lot	Regional Rail	West Trenton	Bethayres			3	2016	2008	40	190
Parking	Surface Lot	Regional Rail	West Trenton	Forest Hills			3	2016	2007	40	250
Parking	Surface Lot	Regional Rail	West Trenton	Langhorne			3	2016	2005	40	155
Parking	Surface Lot	Regional Rail	West Trenton	Meadowbrook			3	2020	2005	40	362
Parking	Surface Lot	Regional Rail	West Trenton	Neshaminy Falls			3	2016	1994	40	90
Parking	Surface Lot	Regional Rail	West Trenton	Noble			3	2016	2005	40	187
Parking	Surface Lot	Regional Rail	West Trenton	Philmont			4	2016	2007	40	61
Parking	Surface Lot	Regional Rail	West Trenton	Rydal			3	2020	2005	40	412
Parking	Surface Lot	Regional Rail	West Trenton	Somerton			3	2016	2007	40	43
Parking	Surface Lot	Regional Rail	West Trenton	Trevoise			3	2016	2002	40	201
Parking	Surface Lot	Regional Rail	West Trenton	Woodbourne			4	2020	2008	40	219
Parking	Surface Lot	Regional Rail	West Trenton	Yardley			3	2020	2002	40	558
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Crum Lynne			5	2020	1999	40	275
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Curtis Park			3	2016	1989	40	13
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Darby			4	2016	2009	40	24
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Eddystone			4	2016	2008	40	21
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Folcroft			3	2016	1999	40	12
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Glenolden			4	2016	2001	40	43
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Highland Avenue			4	2016	2011	40	72
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Marcus Hook			4	2016	2009	40	13
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Norwood			3	2016	1994	40	299
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Prospect Park			3	2016	2001	40	62
Parking	Surface Lot	Regional Rail	Wilmington-Newark	Sharon Hill			3	2016	2011	40	48
Parking	Surface Lot	Trolley	101	Pine Ridge			3	2019	2013	40	182
Parking	Surface Lot	Trolley	101	Providence Road -101			4	2014	2010	40	12
Parking	Surface Lot	Trolley	101	Scenic Road			4	2014	2010	40	38
Parking	Surface Lot	Trolley	101	Springfield Road			3	2014	2010	40	51
Parking	Surface Lot	Trolley	101	Woodland Avenue			4	2014	2010	40	29
Parking	Surface Lot	Trolley	101				4	2014	2010	40	4
Power	Catenary	Regional Rail	Airport				3	2020	1995	200	364
Power	Catenary	Regional Rail	All Lines				3	2020	1930	200	54
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	200	250
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	200	250
Power	Catenary	Regional Rail	Chestnut Hill West				3	2020	1930	200	180
Power	Catenary	Regional Rail	Cynwyd				3	2020	1930	200	159
Power	Catenary	Regional Rail	Doylestown				3	2020	1930	200	316
Power	Catenary	Regional Rail	Main Line				3	2020	1930	200	356
Power	Catenary	Regional Rail	Main Line				3	2020	1930	200	526
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	1931	200	789
Power	Catenary	Regional Rail	Media-Elwyn				3	2020	1930	200	559
Power	Catenary	Regional Rail	Paoli-Thorndale				3	2020	2010	200	92
Power	Catenary	Regional Rail	Warminster				3	2020	1930	200	219
Power	Catenary	Regional Rail	Warminster				3	2020	1930	200	219
Power	Catenary	Regional Rail	West Trenton				3	2020	1930	200	512
Power	Catenary	Regional Rail, Trolley	West Trenton, Chestnut Hill West, 10				3	2020	1930	200	49
Power	Catenary	Trolley	10				3	2020	1930	100	359
Power	Catenary	Trolley	11				3	2020	1930	100	513
Power	Catenary	Trolley	13				3	2020	1930	100	359
Power	Catenary	Trolley	15				3	2020	1930	100	660
Power	Catenary	Trolley	23				3	2020	1930	100	1,012
Power	Catenary	Trolley	34				3	2020	1930	100	359
Power	Catenary	Trolley	36				3	2020	1930	100	513
Power	Catenary	Trolley	56				3	2020	1930	100	579
Power	Catenary	Trolley	59				3	2020	1930	100	271
Power	Catenary	Trolley	66				3	2020	1930	100	575
Power	Catenary	Trolley	75				3	2020	1930	100	197
Power	Catenary	Trolley	102				3	2020	1980	30	310
Power	Catenary	Trolley	102				3	2020	1980	100	168

Power	Catenary	Trolley	102				3	2020	1980	100	176
Power	Catenary	Trolley	102				3	2020	1980	30	272
Power	Catenary	Trolley	101, 102				3	2020	1980	100	52
Power	Catenary	Trolley	101, 102				3	2020	1980	30	5
Power	Catenary	Trolley	101, 102				3	2020	1980	100	9
Power	Catenary	Regional Rail	Airport				3	2020	1985	40	4,224
Power	Catenary	Regional Rail	Airport				3	2020	2007	40	52,800
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	40	60,192
Power	Catenary	Regional Rail	Chestnut Hill East				3	2020	1930	40	5,280
Power	Catenary	Regional Rail	Chestnut Hill West				3	2020	1989	40	69,696
Power	Catenary	Regional Rail	Cynwyd				3	2020	2010	40	5,280
Power	Catenary	Regional Rail	Cynwyd				3	2020	2010	40	8,448
Power	Catenary	Regional Rail	Doylestown				3	2020	2013	40	52,800
Power	Catenary	Regional Rail	Fox Chase				3	2020	1930	40	26,928
Power	Catenary	Regional Rail	Main Line				3	2020	2009	40	52,800
Power	Catenary	Regional Rail	Main Line				3	2020	2000	40	204,336
Power	Catenary	Regional Rail	Main Line				3	2020	1984	40	105,600
Power	Catenary	Regional Rail	Main Line				3	2020	1984	40	21,120
Power	Catenary	Regional Rail	Main Line				3	2020	1930	40	42,240
Power	Catenary	Regional Rail	Main Line				3	2020	2006	40	73,920
Power	Catenary	Regional Rail	Main Line				3	2020	1925	40	42,240
Power	Catenary	Regional Rail	Main Line				3	2020	1990	40	95,040
Power	Catenary	Regional Rail	Main Line				3	2020	2006	40	21,120
Power	Catenary	Regional Rail	Main Line				3	2020	2008	40	79,200
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	1931	40	98,208
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2012	40	13,728
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2011	40	42,240
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2013	40	154,176
Power	Catenary	Regional Rail	Media-Elwyn				3	2020	2016	40	152,064
Power	Catenary	Regional Rail	Media-Elwyn				3	2020	2016	40	10,560
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	9,504
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	22,176
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	23,232
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	9,504
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	23,232
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	22,176
Power	Catenary	Regional Rail	West Trenton				3	2020	2007	40	234,432
Power	Catenary	Trolley	10				3	2020	2008	15	64,680
Power	Catenary	Trolley	11				3	2020	2005	15	92,400
Power	Catenary	Trolley	13				3	2020	2007	15	64,680
Power	Catenary	Trolley	15				3	2020	1999	15	118,800
Power	Catenary	Trolley	23				3	2020	1975	15	182,160
Power	Catenary	Trolley	34				3	2020	2008	15	64,680
Power	Catenary	Trolley	36				3	2020	2006	15	92,400
Power	Catenary	Trolley	56				3	2020	1975	15	104,280
Power	Catenary	Trolley	59				3	2020	1985	15	97,680
Power	Catenary	Trolley	66				3	2020	1975	15	206,976
Power	Catenary	Trolley	75				3	2020	2008	15	70,752
Power	Catenary	Trolley	101				3	2020	2010	15	8,026
Power	Catenary	Trolley	101				3	2020	2010	15	57,763
Power	Catenary	Trolley	101				3	2020	2010	15	10,138
Power	Catenary	Trolley	101				3	2020	2010	15	3,749
Power	Catenary	Trolley	102				3	2020	2010	15	5,491
Power	Catenary	Trolley	102				3	2020	2010	15	46,570
Power	Catenary	Trolley	10, 11, 13, 34, 36				3	2020	2017	15	22,515
Power	Catenary	Trolley	101, 102				3	2020	2010	15	300
Power	Catenary	Trolley	101, 102				3	2020	2010	15	200
Power	Catenary	Trolley	101, 102				3	2020	2010	15	50
Power	Catenary	Trolley	101, 102				3	2020	1980	15	5,280
Power	Catenary	Regional Rail	Doylestown				3	2020	2010	40	2,640
Power	Catenary	Regional Rail	Doylestown				3	2020	1930	40	2,640

Power	Catenary	Regional Rail	Doylestown				3	2020	2011	40	3,168
Power	Catenary	Regional Rail	Fox Chase				3	2020	1966	40	2,640
Power	Catenary	Regional Rail	Manayunk-Norristown				3	2020	2013	40	528
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	4,224
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	2,376
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	1,056
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	2,376
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	1,056
Power	Catenary	Regional Rail	Warminster				3	2020	2013	40	4,224
Power	Catenary	Regional Rail	West Trenton				3	2020	2001	40	2,640
Power	Catenary	Regional Rail	Doylestown				3	2020	1930	40	1,584
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	80	2
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	80	24
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	80	3
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	80	18
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	80	9
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	80	4
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	80	2
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	80	4
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	80	5
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	80	190
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	80	45
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	80	1
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	80	40
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	90	12
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	90	227
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	90	134
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	90	46
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	90	67
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	90	7
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	90	20
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	90	75
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	90	48
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	90	206
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	90	140
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	90	24
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	90	262
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	100	140
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	100	178
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	100	134
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	100	94
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	100	170
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	100	18
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	100	27
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	100	308
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	100	414
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	100	220
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	100	295
Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	100	152
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	100	519
Power	Catenary Foundations	Regional Rail	Airport				3	2020	1930	120	210
Power	Catenary Foundations	Regional Rail	Chestnut Hill East				3	2020	1930	120	2
Power	Catenary Foundations	Regional Rail	Chestnut Hill West				3	2020	1930	120	18
Power	Catenary Foundations	Regional Rail	Cynwyd				3	2020	1930	120	18
Power	Catenary Foundations	Regional Rail	Doylestown				3	2020	1930	120	70
Power	Catenary Foundations	Regional Rail	Fox Chase				3	2020	1930	120	163
Power	Catenary Foundations	Regional Rail	Main Line	K Interlocking			3	2020	1930	120	3
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	120	166
Power	Catenary Foundations	Regional Rail	Main Line				3	2020	1930	120	164
Power	Catenary Foundations	Regional Rail	Media-Elwyn				3	2020	1930	120	81
Power	Catenary Foundations	Regional Rail	Norristown High Speed Line				3	2020	1930	120	309

Power	Catenary Foundations	Regional Rail	Warminster				3	2020	1930	120	138
Power	Catenary Foundations	Regional Rail	West Trenton				3	2020	1930	120	116
Power	Distribution	Heavy Rail	59	Castor Substation			3	2020	2001	40	5,591
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	1,696
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1991	40	3,455
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	365
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	364
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	314
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	450
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	50
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	406
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	4,540
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	402
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	402
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	363
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	12,268
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	367
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	6,469
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	401
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	404
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	100
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	8,204
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	18,934
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	214
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	24,324
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	404
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	365
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	400
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	366
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1991	40	1,510
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	364
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	402
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	3,043
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1991	40	2,060
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	9,071
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	18,795
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	406
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	402
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	400
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	294
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1990	40	294
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	2001	40	18,645
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000
Power	Distribution	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1991	40	2,000

[illegible]

[illegible]

Power	Distribution	Heavy Rail	Market-Frankford	Market Substation			3	2020	1991	40	553
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	3,011
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	2,971
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	30	1,128
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	2001	40	4,089
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	1,088
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1990	30	218
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	410
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	2,971
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	30	8,808
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1990	30	1,507
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	3,649
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	30	5,287
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	1,927
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	2001	40	13,054
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	1,887
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1990	40	200
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	2001	40	5,560
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	2,571
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	2001	40	5,560
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1990	30	1,099
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	2,781
Power	Distribution	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1991	40	3,011
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	280
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	267
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	296
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	301
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	300
Power	Distribution	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1990	40	296
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	2001	40	20,071
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	600
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	412
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	18,878
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	2001	40	10,767
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	6,086
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	900
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	900
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	600
Power	Distribution	Heavy Rail	Market-Frankford, 15	Ellen Substation			3	2020	1990	40	2,500
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	2001	40	100
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	2001	40	100
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	1990	40	1,505
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	2001	40	6,655
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	2001	40	6,655
Power	Distribution	Heavy Rail	Market-Frankford, 15	Letterly Substation			3	2020	1990</		

Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1991	40	2,474
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1990	40	535
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1991	40	2,015
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1991	40	2,184
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1990	40	150
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1991	40	1,500
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1990	40	150
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	1991	40	973
Power	Distribution	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation			3	2020	2001	40	750
Power	Distribution	Heavy Rail	Norristown High Speed Line				3	2020	1990	40	142,560
Power	Distribution	Heavy Rail	Norristown High Speed Line				3	2020	1990	40	285,120
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	125
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	7,366
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	2,010
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	2,995
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	3,425
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	4,951
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	5,773
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	1,010
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	6,214
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	500
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	4,929
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	6,770
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	1,320
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	400
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	3,513
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	5,280
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	4,663
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	1,019
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	7,757
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	1990	40	3,922
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	620
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	440
Power	Distribution	Heavy Rail, Track 29, 79, 23		Mifflin Substation			3	2020	2001	40	968
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	921
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	7,018
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	1,326
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1991	40	4,292
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1990	40	844
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1991	40	21,120
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	14,634
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	14,448
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	3,780
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	7,920
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1990	40	584
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	14,634
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1990	40	11,576
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	1,021
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	921
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	200
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	13,200
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	7,920
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	4,292
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	3,397
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	1,326
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1990	40	2,340
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	1990	40	1,244
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	1,326
Power	Distribution	Heavy Rail, Track Market-Frankford, 59, 66, 75		Griscom Substation			3	2020	2001	40	1,021

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Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1930	40	5,560
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1990	40	963
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, 15	Allison Substation		3	2020	1991	40	8,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	2,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	2001	40	4,000
Power	Distribution	Regional Rail	Airport			3	2020	1931	40	61,248
Power	Distribution	Regional Rail	Airport			3	2020	1931	40	61,248
Power	Distribution	Regional Rail	Chestnut Hill East			3	2020	1930	40	60,192
Power	Distribution	Regional Rail	Chestnut Hill East			3	2020	1930	40	60,192
Power	Distribution	Regional Rail	Chestnut Hill West			3	2020	1918	40	69,696
Power	Distribution	Regional Rail	Chestnut Hill West			3	2020	1918	40	52,800
Power	Distribution	Regional Rail	Cynwyd			3	2020	1930	40	31,680
Power	Distribution	Regional Rail	Cynwyd			3	2020	1930	40	31,680
Power	Distribution	Regional Rail	Doylestown	Dale to Doylestown		3	2020	1930	40	100,320
Power	Distribution	Regional Rail	Fox Chase			3	2020	1930	40	5,280
Power	Distribution	Regional Rail	Fox Chase			3	2020	1930	40	5,280
Power	Distribution	Regional Rail	Main Line	Fairmont to Landsdale		3	2020	2009	40	147,840
Power	Distribution	Regional Rail	Main Line	Wayne to Norristown		3	2020	1931	40	76,560
Power	Distribution	Regional Rail	Main Line	Wayne to Norristown		3	2020	1931	40	200,640
Power	Distribution	Regional Rail	Manayunk-Norristown			3	2020	1931	40	76,560
Power	Distribution	Regional Rail	Manayunk-Norristown			3	2020	1931	40	200,640
Power	Distribution	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	1928	40	79,200
Power	Distribution	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	1925	40	68,640
Power	Distribution	Regional Rail	Media-Elwyn	Walnut to Lenni		3	2020	1925	40	158,400
Power	Distribution	Regional Rail	Warminster	Jenk to Hatboro		3	2020	1930	40	39,600
Power	Distribution	Regional Rail	West Trenton	Jenk to Yardley		3	2020	1930	40	221,760
Power	Distribution	Systemwide	All Lines	CTD		3	2020	1900	150	4,815
Power	Distribution	Systemwide	All Lines	CTD		3	2020	1900	150	1,452,000
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	2011	40	13,819
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,551
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	5,139
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	2,595
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	2001	40	24,468
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,288
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	1,930
Power	Distribution	Trolley	15	Mt Vernon Substation		3	2020	1990	40	6,316
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	14,069
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	14,527
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	13,522
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	13,510
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	8,152
Power	Distribution	Trolley	23	Cheltenham Substation		3	2020	1990	40	2,102
Power	Distribution	Trolley	23	Mermaid Substation		3	2020	1990	40	3,646
Power	Distribution	Trolley	23	Mermaid Substation		3	2020	2001	40	80
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	1,800
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	2001	40	1,250
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,834
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	3,381
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	150
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	2,741
Power	Distribution	Trolley	56	Millbourne Substation		3	2020	1990	40	155

Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	135
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	2001	40	1,720
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	114
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	2001	40	2,440
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	4,000
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	1,230
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	3,928
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	1,000
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	1,221
Power	Distribution	Trolley	56	Millbourne Substation			3	2020	1990	40	3,458
Power	Distribution	Trolley	66	Gregg Substation			3	2020	2001	40	100
Power	Distribution	Trolley	66	Gregg Substation			3	2020	1990	40	7,920
Power	Distribution	Trolley	66	Gregg Substation			3	2020	1990	40	25
Power	Distribution	Trolley	101				3	2020	2010	40	10,560
Power	Distribution	Trolley	101				3	2020	1980	40	21,120
Power	Distribution	Trolley	101				3	2020	1980	40	79,200
Power	Distribution	Trolley	101				3	2020	2010	40	5,280
Power	Distribution	Trolley	101				3	2020	1980	40	52,800
Power	Distribution	Trolley	101				3	2020	2010	40	26,400
Power	Distribution	Trolley	101				3	2020	2010	40	26,400
Power	Distribution	Trolley	101				3	2020	1980	40	21,120
Power	Distribution	Trolley	102				3	2020	1980	40	7,920
Power	Distribution	Trolley	102				3	2020	2010	40	26,400
Power	Distribution	Trolley	102				3	2020	1980	40	21,120
Power	Distribution	Trolley	102				3	2020	2010	40	5,280
Power	Distribution	Trolley	102				3	2020	1980	40	26,400
Power	Distribution	Trolley	102				3	2020	1980	40	7,920
Power	Distribution	Trolley	102				3	2020	1980	40	5,280
Power	Distribution	Trolley	102				3	2020	2010	40	7,920
Power	Distribution	Trolley	102				3	2020	2010	40	7,920
Power	Distribution	Trolley	102				3	2020	2010	40	21,120
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	110
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	3,960
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	1,518
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	5,280
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	7,920
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	482
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	745
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	1,050
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	400
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	195
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	450
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	735
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	465
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	2001	40	400
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	180
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	15,840
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	1,500
Power	Distribution	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1990	40	5,280
Power	Distribution	Trolley	101, 102				3	2020	1980	40	153,120
Power	Distribution	Trolley	101, 102				3	2020	1980	40	153,120
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2001	40	4,878
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	1991	40	19,288
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2001	40	7,920
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2001	40	324
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2001	40	482

Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1991	40	1,585
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	1,372
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	2,340
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	1,872
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	4,332
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	324
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	4,556
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	7,920
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	5,280
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1991	40	200
Power	Distribution	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	2001	40	482
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	10	3
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	5	6
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	15	1
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	7	13
Power	Power Dispatcher	Heavy Rail, Trolley	Multiple Lines	Power Dispatcher		3	2020	2005	12	7
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	7	18
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	5	9
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	15	1
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	12	7
Power	Power Dispatcher	Regional Rail	Multiple Lines	Power Dispatcher		3	2020	2003	10	3
Power	Substation	Regional Rail	Main Line	12th Street Substation		3	2020	1984	40	6
Power	Substation	Regional Rail	Main Line	18th Street Substation		3	2020	1920	40	9
Power	Substation	Regional Rail	Main Line	Portal		3	2020	1984	40	6
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	3
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	11
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	5
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	6
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	7
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	13
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	12
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	5
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	5
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	9
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	5
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	2009	40	7
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	7
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	7
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	8
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	5
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	5
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	11
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	2005	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	6
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	2003	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	9
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	15
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	5
Power	Substation	Trolley	15	Mount Vernon Substat		3	2020	2005	40	5
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	2

Power	Substation	Trolley	59	Castor Substation			3	2020	1954	40	2
Power	Substation	Trolley	66	Gregg Substation			3	2020	1954	40	2
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1980	40	14
Power	Substation	Trolley	101, 102	Aronimink Substation			3	2020	1985	40	5
Power	Substation	Trolley	101, 102	Clifton Substation			3	2020	2015	40	5
Power	Substation	Trolley	101, 102	Collingdale Substation			3	2020	1985	40	3
Power	Substation	Trolley	101, 102	Pine Ridge Substation			3	2020	1985	40	5
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	1982	40	5
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation			3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation			3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation			3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation			3	2020	2001	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation			3	2020	2004	40	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation			3	2020	1983	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1984	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation			3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation			3	2020	1984	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation			3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation			3	2020	1970	40	2
Power	Substation	Trolley	15	Callowhill Substation			3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation			3	2020	2005	40	2
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1980	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2000	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1980	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1994	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation			3	2020	1999	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation			3	2020	1990	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation			3	2020	1995	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation			3	2020	2004	15	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	1990	15	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	1998	15	1
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation			3	2020	2004	15	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation			3	2020	2001	15	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	2000	15	1
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	2004	15	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation			3	2020	1995	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation			3	2020	1992	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation			3	2020	1984	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation			3	2020	1980	15	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation			3	2020	1980	15	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	1997	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation			3	2020	2000	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation			3	2020	2000	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation			3	2020	2007	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation			3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th Street Signal Substation			3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	Norristown Signal Substation			3	2020	2001	15	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation			3	2020	2002	15	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	2003	15	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation			3	2020	2007	15	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Signal Substation			3	2020	2009	15	1
Power	Substation	Regional Rail	Main Line	12th Street Substation			3	2020	2007	15	1
Power	Substation	Regional Rail	Main Line	18th Street Substation			3	2020	2008	19	1
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	15	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	15	1

Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	15	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	15	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	2008	15	1
Power	Substation	Regional Rail	Main Line	Portal			3	2020	2007	15	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	15	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	15	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2009	15	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	15	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	15	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	2005	15	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	2010	15	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	2005	15	1
Power	Substation	Trolley	15	Callowhill Substation			3	2020	1998	15	1
Power	Substation	Trolley	15	Mount Vernon Substat			3	2020	2005	15	1
Power	Substation	Trolley	23	Mermaid Substation			3	2020	1999	15	1
Power	Substation	Trolley	59	Castor Substation			3	2020	2008	15	1
Power	Substation	Trolley	66	Gregg Substation			3	2020	2007	15	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1995	15	1
Power	Substation	Trolley	101, 102	Aronimink Substation			3	2020	1985	15	1
Power	Substation	Trolley	101, 102	Clifton Substation			3	2020	2015	15	1
Power	Substation	Trolley	101, 102	Collingdale Substation			3	2020	1985	15	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation			3	2020	1985	15	1
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	2000	15	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1985	40	5
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation			3	2020	2009	40	3
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	12th Street Substation			3	2020	1984	40	5
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	40	20
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Portal			3	2020	1984	40	5
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	16
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	9
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2002	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	3
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	5
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2

Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1985	50	1
Power	Substation	Regional Rail	All Lines	30th Street Substation			3	2020	2012	75	1
Power	Substation	Regional Rail	All Lines	Wayne Junction Substa			3	2020	1930	75	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	75	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation			3	2020	2008	75	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	75	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	75	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	75	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2015	75	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	75	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	75	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	75	1
Power	Substation	Regional Rail	Norristown	Norristown Substation			3	2020	2011	50	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	75	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	75	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Allegheny Substation			3	2020	1920	40	8
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1977	40	16
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1994	40	12
Power	Substation	Heavy Rail	Broad Street Line & Spur	City Hall Substation No			3	2020	1998	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	City Hall Substation So			3	2020	2000	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal Subs			3	2020	1930	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Fairmount Substation			3	2020	1920	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation			3	2020	1994	40	14
Power	Substation	Heavy Rail	Broad Street Line & Spur	Hunting Park Substatio			3	2020	1920	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation			3	2020	1988	40	9
Power	Substation	Heavy Rail	Broad Street Line & Spur	Olney Substation			3	2020	1993	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Oregon Substation			3	2020	1930	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Oxford Substation			3	2020	1920	40	8
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation			3	2020	1977	40	4
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation			3	2020	1928	40	9
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation			3	2020	1971	40	7
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	1988	40	12
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	2008	40	3
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	1998	40	6
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	2008	40	1
Power	Substation	Heavy Rail	Market-Frankford	Allegheny Substation			3	2020	1995	40	4
Power	Substation	Heavy Rail	Market-Frankford	Arch St Substation			3	2020	1920	40	2
Power	Substation	Heavy Rail	Market-Frankford	Berks Substation			3	2020	1995	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation			3	2020	1920	40	3
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation			3	2020	2004	40	10
Power	Substation	Heavy Rail	Market-Frankford	Eleventh St. Substation			3	2020	1999	40	4
Power	Substation	Heavy Rail	Market-Frankford	Erie-Torresdale Substa			3	2020	1995	40	4
Power	Substation	Heavy Rail	Market-Frankford	Fifth St. Substation			3	2020	1920	40	4
Power	Substation	Heavy Rail	Market-Frankford	Forty Second St. Substa			3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Forty Sixth St. Substati			3	2020	1930	40	3
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation			3	2020	1983	40	20
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1972	40	16

Power	Substation	Heavy Rail	Market-Frankford	Second St Substation			3	2020	1999	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sixty Ninth St Substation			3	2020	1990	40	3
Power	Substation	Heavy Rail	Market-Frankford	Sixty Third St Substation			3	2020	1930	40	2
Power	Substation	Heavy Rail	Market-Frankford	Thirtieth St Substation			3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Thirty Fourth St Substation			3	2020	1930	40	4
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1984	40	6
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation			3	2020	1972	40	11
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation			3	2020	1992	40	5
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation			3	2020	1984	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation			3	2020	1980	40	4
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation			3	2020	1980	40	4
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	1995	40	6
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	1977	40	7
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	1928	40	5
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation			3	2020	1968	40	14
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation			3	2020	2005	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation			3	2020	1974	40	7
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation			3	2020	1984	40	19
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation			3	2020	1999	40	18
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation			3	2020	1970	40	24
Power	Substation	Trolley	15	Callowhill Substation			3	2020	1998	40	7
Power	Substation	Trolley	15	Mount Vernon Substation			3	2020	2005	40	4
Power	Substation	Trolley	23	Mermaid Substation			3	2020	1992	40	4
Power	Substation	Trolley	59	Castor Substation			3	2020	1954	40	3
Power	Substation	Trolley	66	Gregg Substation			3	2020	1954	40	3
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1980	40	12
Power	Substation	Trolley	101, 102	Aronimink Substation			3	2020	1985	40	6
Power	Substation	Trolley	101, 102	Clifton Substation			3	2020	2015	40	6
Power	Substation	Trolley	101, 102	Collingdale Substation			3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Pine Ridge Substation			3	2020	1985	40	6
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	1982	40	15
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	2008	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	2008	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	2008	40	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	2008	40	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substation			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	2
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Substation			3	2020	1930	40	2

Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	16
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs		3	2020	1930	40	2
Power	Substation	Regional Rail	Doylestown	Doylestown Substation		3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation		3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	4
Power	Substation	Regional Rail	Main Line	Fairmount Substation		3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation		3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation		3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	16
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa		3	2020	2016	40	9
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation		3	2020	2011	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation		3	2020	2015	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa		3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation		3	2020	1930	40	2
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street Signal Subs		3	2020	1991	40	1
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	Norristown Signal Subs		3	2020	1991	40	1
Power	Substation	Heavy Rail	Market-Frankford			3	2020	1995	25	125
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	2009	40	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 3	Ranstead Substation		3	2020	1954	40	1

Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	2003	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	1
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	20	1
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	20	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	20	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	3
Power	Substation	Heavy Rail	Market-Frankford	Rectifier		3	2020	2004	40	2
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	3
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101	69th St. Substation		3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation		3	2020	1970	40	3
Power	Substation	Trolley	15	Callowhill Substation		3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation		3	2020	2005	40	2
Power	Substation	Trolley	23	Mermaid Substation		3	2020	1992	40	1
Power	Substation	Trolley	59	Castor Substation		3	2020	1995	40	1
Power	Substation	Trolley	66	Gregg Substation		3	2020	1990	40	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation		3	2020	1980	40	2
Power	Substation	Trolley	101, 102	Aronimink Substation		3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Clifton Substation		3	2020	2015	40	2
Power	Substation	Trolley	101, 102	Collingdale Substation		3	2020	1985	40	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation		3	2020	1985	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation		3	2020	1982	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation		3	2020	1994	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation		3	2020	1994	40	3
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation		3	2020	1971	40	2
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation		3	2020	1988	40	2
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation		3	2020	1998	40	2
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation		3	2020	2004	40	2
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation		3	2020	1983	40	3
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation		3	2020	1984	40	2
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation		3	2020	1972	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation		3	2020	1992	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation		3	2020	1984	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation		3	2020	1980	40	2
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation		3	2020	1977	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation		3	2020	1968	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation		3	2020	1974	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation		3	2020	1984	40	3

Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101, 13, 34, 36	69th St. Substation			3	2020	1999	40	2
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation			3	2020	1970	40	3
Power	Substation	Trolley	15	Callowhill Substation			3	2020	1998	40	2
Power	Substation	Trolley	15	Mount Vernon Substation			3	2020	2005	40	2
Power	Substation	Trolley	23	Mermaid Substation			3	2020	1992	40	1
Power	Substation	Trolley	59	Castor Substation			3	2020	1954	40	1
Power	Substation	Trolley	66	Gregg Substation			3	2020	1954	40	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1980	40	2
Power	Substation	Trolley	101, 102	Aronimink Substation			3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Clifton Substation			3	2020	2015	40	2
Power	Substation	Trolley	101, 102	Collingdale Substation			3	2020	1985	40	2
Power	Substation	Trolley	101, 102	Pine Ridge Substation			3	2020	1985	40	2
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	1982	40	2
Power	Substation	Regional Rail	Airport	Airport Signal Substation			3	2020	1985	40	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1985	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Signal Substation			3	2020	1931	40	1
Power	Substation	Regional Rail	Chestnut Hill West	Chestnut Hill West Signal Substation			3	2020	1918	40	1
Power	Substation	Regional Rail	Main Line	16th Street Signal Substation			3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2012	40	1
Power	Substation	Regional Rail	Main Line	T Basement Signal Substation			3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	Wayne Signal Substation			3	2020	1984	40	1
Power	Substation	Regional Rail	Main Line	Wayne Signal Substation			3	2020	2001	40	1
Power	Substation	Regional Rail	Main Line, Warminster, West Trenton	Jenkintown Signal Substation			3	2020	2001	40	1
Power	Substation	Regional Rail	Main Line-Doylestown	Lansdale Signal Substation			3	2020	2001	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Signal Substation			3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Signal Substation			3	2020	1924	40	1
Power	Substation	Regional Rail	Media-Elwyn	Walnut Signal Substation			3	2020	1988	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	1931	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Signal Substation			3	2020	1992	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Signal Substation			3	2020	1931	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Broad Substation			3	2020	1997	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Butler Substation			3	2020	1994	30	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Grange Substation			3	2020	1994	30	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	McKean Substation			3	2020	1998	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Park Substation			3	2020	1997	50	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pattison Substation			3	2020	1997	40	1
Power	Substation	Heavy Rail	Broad Street Line & Spur	Pine Substation			3	2020	1998	40	1
Power	Substation	Heavy Rail	Market-Frankford	46th St. Substation			3	2020	1999	45	1
Power	Substation	Heavy Rail	Market-Frankford	Bridge St. Substation			3	2020	2004	40	1
Power	Substation	Heavy Rail	Market-Frankford	Griscom Substation			3	2020	1999	30	1
Power	Substation	Heavy Rail	Market-Frankford	Sansom Substation			3	2020	1999	30	1
Power	Substation	Heavy Rail	Market-Frankford	Tioga Substation			3	2020	1999	40	1
Power	Substation	Heavy Rail	Market-Frankford-10, 11, 13, 34, 36	Ranstead Substation			3	2020	1995	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Beechwood Substation			3	2020	1992	30	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Haverford Substation			3	2020	1984	30	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Hughes Park Substation			3	2020	1980	40	1
Power	Substation	Heavy Rail	Norristown High Speed Line	Villanova Substation			3	2020	1980	30	1
Power	Substation	Heavy Rail, Trolley	Broad Street Line & Spur-75	Loudon Substation			3	2020	2006	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Allison Substation			3	2020	1999	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Ellen Substation			3	2020	1999	40	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, 15	Letterly Substation			3	2020	1998	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford, Norristown, 101, 13, 34, 36	69th St. Substation			3	2020	1999	30	1
Power	Substation	Heavy Rail, Trolley	Market-Frankford-10, 11, 13, 34, 36	Market Substation			3	2020	1997	40	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	2003	30	1
Power	Substation	Regional Rail	Chestnut Hill East	SCADA Hill			3	2020	2003	30	1
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation			3	2020	2003	30	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	12th Street Substation			3	2020	2003	40	1
Power	Substation	Regional Rail	Main Line	18th Street Substation			3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	30	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1

Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	Portal			3	2020	2003	30	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	70	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	20	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	30	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	2003	30	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	2003	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	2003	30	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	2003	30	1
Power	Substation	Trolley	15	Callowhill Substation			3	2020	2002	20	1
Power	Substation	Trolley	15	Mount Vernon Substat			3	2020	2010	30	1
Power	Substation	Trolley	23	Mermaid Substation			3	2020	2010	30	1
Power	Substation	Trolley	59	Castor Substation			3	2020	2000	40	1
Power	Substation	Trolley	66	Gregg Substation			3	2020	2000	40	1
Power	Substation	Trolley	1936-11-13 0:0:0	Elmwood Substation			3	2020	1997	40	1
Power	Substation	Trolley	101, 102	Aronimink Substation			3	2020	1985	30	1
Power	Substation	Trolley	101, 102	Clifton Substation			3	2020	2015	40	1
Power	Substation	Trolley	101, 102	Collingdale Substation			3	2020	1985	30	1
Power	Substation	Trolley	101, 102	Pine Ridge Substation			3	2020	1985	40	1
Power	Substation	Trolley	11, 13, 34, 36	Woodland Substation			3	2020	1996	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	25	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	25	1
Power	Substation	Regional Rail	Media-Elwyn	Signal Feeders			3	2020	1925	40	168,960
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	2003	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	50	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	1
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	1
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation			3	2020	2009	40	4
Power	Substation	Regional Rail	Chestnut Hill West	Allen Lane Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	40	20
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	30	4
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	4
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	4
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	4
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	7
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	3

Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	3
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	8
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	15
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	2
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	4
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street Signal Subs			3	2020	1991	40	2
Power	Substation	Regional Rail	Airport	Brill Substation			3	2020	1985	40	2
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	40	1
Power	Substation	Regional Rail	Chestnut Hill East	Chestnut Hill East Subs			3	2020	1930	30	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	40	1
Power	Substation	Regional Rail	Doylestown	Doylestown Substation			3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	30th Street Substation			3	2020	2011	30	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	40	1
Power	Substation	Regional Rail	Main Line	Ambler Substation			3	2020	2017	30	1
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Fairmount Substation			3	2020	2009	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	30	1
Power	Substation	Regional Rail	Main Line	Jenkintown Substation			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	30	1
Power	Substation	Regional Rail	Main Line	Lansdale Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	30	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	2
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	1
Power	Substation	Regional Rail	Main Line	Wayne Junction Substa			3	2020	2016	40	1
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	2011	40	2
Power	Substation	Regional Rail	Manayunk-Norristown	Norristown Substation			3	2020	1930	30	1
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	2
Power	Substation	Regional Rail	Warminster	Hatboro Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Bethayres Substation			3	2020	1930	40	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	30	1
Power	Substation	Regional Rail	West Trenton	Neshaminy Falls Substa			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	2
Power	Substation	Regional Rail	West Trenton	Yardley Substation			3	2020	1930	40	1
Power	Substation	Heavy Rail, Trolle	Market-Frankford, Norristown, 101	69th Street			3	2020	1991	40	2
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	3
Power	Substation	Regional Rail	Media-Elwyn	Lenni Substation			3	2020	2015	40	2
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	5
Power	Substation	Regional Rail	Media-Elwyn	Morton Substation			3	2020	2015	40	5
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	25	1,923
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	25	3,204
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	3,102
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1938	25	2,366
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	30	1,494
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	3,104
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	25	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1938	25	2,900
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	25	2,374

Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	30	1,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1938	25	2,040
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	2,480
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1973	30	2,790
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	30	3,264
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	50	2,480
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	1,652
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	25	3,102
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	1,652
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	3,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	50	1,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1956	50	3,041
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	30	2,480
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	25	3,104
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1956	25	3,041
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	30	3,102
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1956	30	3,041
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1930	25	1,352
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1973	50	4,693
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	2,674
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	2,674
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1973	30	1,150
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	1,884
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	3,102
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	60	1,923
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	50	1,584
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1956	60	3,041
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	50	3,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1938	60	2,040
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1932	50	2,374
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	40	1,884
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	30	3,264
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	3,104
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	1,652
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1932	110	1,746
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	3,264
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	1,884
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1932	100	2,122
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	2,734
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	3,104
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1991	110	3,204
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1973	110	1,150
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	110	2,734
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	1,652
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	3,204
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	130	2,674
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	1,884
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1938	110	2,366
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1930	110	1,352
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	3,264
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	2,480
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	110	2,734
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	100	1,923
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	110	1,923
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1932	100	1,746
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1930	30	1,352
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1959	40	1,584
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1932	40	2,122
Power	Traction Power	Heavy Rail	Broad Street Line & Spur					3	2020	1928	30	1,960

Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	1,960
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	40	1,642
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1973	40	4,693
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	40	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	2,674
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1932	30	1,642
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1930	30	1,352
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1959	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	40	2,734
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1973	30	2,790
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	1,728
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1928	30	2,386
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1938	40	2,900
Power	Traction Power	Heavy Rail	Broad Street Line & Spur				3	2020	1991	30	3,204
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	25	2,244
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	1,750
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,053
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,661
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	1,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,210
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	25	1,377
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	3,143
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	25	2,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	25	3,210
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	1,945
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	1,360
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	3,402
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	25	3,539
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	50	2,692
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	50	1,715
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	60	799
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	50	1,681
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	50	3,661
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	2,976
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,271
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,205
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	110	2,976
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,360
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	2,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	100	2,244
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	4,502
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	110	1,945
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	1,911
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,511
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	100	3,205
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	110	2,405
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	100	1,377
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	4,502
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	50	5,436
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	30	799
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	2,271
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	40	1,750
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1980	40	1,185
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	1,681
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	3,539
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	2008	30	1,715
Power	Traction Power	Heavy Rail	Market-Frankford				3	2020	1995	30	2,692

Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1980	40	5,436
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	2008	40	3,143
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	40	3,053
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	2008	40	2,402
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	40	2,405
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1995	25	1,911
Power	Traction Power	Heavy Rail	Market-Frankford			3	2020	1980	30	1,185
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,444
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,212
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	2,892
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	1,718
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	50	3,050
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,022
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	3,050
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	25	3,728
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	3,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	1,064
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,686
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,886
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,090
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	4,834
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	6,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	60	2,212
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,215
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,498
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,400
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	100	6,710
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1984	100	3,220
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,892
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	2,498
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	110	4,706
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,184
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,090
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,156
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,022
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	4,834
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	4,686
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,400
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	1,064
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	1,718
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	50	3,886
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	2,444
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	3,215
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	4,706
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	40	2,156
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	20	4,184
Power	Traction Power	Heavy Rail	Norristown High Speed Line			3	2020	1992	30	3,728
Shops & Yards	Building Envelope	Bus	103 Victory			3	2017	1950	100	217,000
Shops & Yards	Building Envelope	Bus	11, 13, 34, 36	Comly Garage		3	2018	1921	140	105,000
Shops & Yards	Building Envelope	Bus	110 Victory			4	2017	2019	100	217,000
Shops & Yards	Building Envelope	Bus	All Lines	Callowhill Garage		3	2018	1913	140	213,000
Shops & Yards	Building Envelope	Bus	All Lines	Frankford Garage		3	2018	1999	100	102,000
Shops & Yards	Building Envelope	Bus	All Lines	Frontier Garage		3	2017	1950	100	45,000
Shops & Yards	Building Envelope	Bus	All Lines	Midvale Garage		3	2018	1996	100	443,000
Shops & Yards	Building Envelope	Bus	All Lines	Southern Garage		3	2017	1924	100	217,000
Shops & Yards	Building Envelope	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1955	100	250,000
Shops & Yards	Building Envelope	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	1955	100	100,000
Shops & Yards	Building Envelope	Heavy Rail		Norristown Car House		3	2017	1992	100	40,000
Shops & Yards	Building Envelope	Heavy Rail, Trolley	Market-Frankford	Shops & Yards - 69th St		3	2017	2002	100	400,000
Shops & Yards	Building Envelope	Paratransit	All Lines	Germantown Garage		3	2017	1962	100	34,000

Shops & Yards	Building Envelope	Regional Rail	11, 13, 34, 39	Berridge Shop			3	2018	1955	100	475,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	69th Street Motor Sho			3	2017	1989	100	35,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Allegheny Garage			4	2017	1986	100	208,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Broad & Lehigh Shop			3	2017	1986	100	14,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Bustleton Shop			3	2018	1950	100	30,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Courtland Shop			2	2018	1952	100	53,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Frazer Shop			3	2017	1986	100	200,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Overbrook Shop			3	2017	1994	100	200,000
Shops & Yards	Building Envelope	Regional Rail	All Lines	Roberts Shop			3	2017	1993	100	200,000
Shops & Yards	Building Envelope	Regional Rail	Liberty Yard				3	2017	1986	100	200,000
Shops & Yards	Building Envelope	Regional Rail	Market-Frankford	Shops & Yards - Bridge			3	2018	1950	100	45,000
Shops & Yards	Building Envelope	Regional Rail	Wayne Junction				3	2017	1955	100	300,000
Shops & Yards	Building Envelope	Trolley	10, 11, 13, 34, 36	Woodland Shop			4	2017	1982	100	250,000
Shops & Yards	Building Envelope	Trolley	11, 13, 34, 36	Shops & Yards - Elmwo			3	2017	1962	100	200,000
Shops & Yards	Elevator	Bus	11, 13, 34, 39	Berridge Shop			3	2018	1995	40	1
Shops & Yards	Elevator	Bus	All Lines	Allegheny Garage			4	2017	1996	30	1
Shops & Yards	Elevator	Bus	All Lines	Midvale Garage			3	2018	2018	35	1
Shops & Yards	Elevator	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			3	2018	1999	30	1
Shops & Yards	Elevator	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			3	2018	1999	40	1
Shops & Yards	Elevator	Heavy Rail, Trolle	103 Victory				3	2017	2018	30	1
Shops & Yards	Elevator	Heavy Rail, Trolle	All Lines	69th Street Motor Sho			3	2017	2002	30	1
Shops & Yards	Elevator	Heavy Rail, Trolle	All Lines	69th Street Shop			3	2017	2002	30	1
Shops & Yards	Elevator	Heavy Rail, Trolle	All Lines	69th Street Shop			3	2017	2002	30	1
Shops & Yards	Elevator	Regional Rail	All Lines	Frazer Shop			3	2017	1988	30	1
Shops & Yards	Elevator	Regional Rail	All Lines	Overbrook Shop			3	2017	1994	35	1
Shops & Yards	Elevator	Regional Rail	All Lines	Roberts Shop			3	2017	1987	30	1
Shops & Yards	Elevator	Regional Rail	Main Line	Wayne Junction Shop			3	2017	1955	30	1
Shops & Yards	Elevator	Regional Rail	Main Line	Wayne Junction Shop			3	2017	1955	40	1
Shops & Yards	Elevator	Trolley	10, 11, 13, 34, 36	Elmwood Shop			3	2017	1985	30	1
Shops & Yards	Elevator	Trolley	10, 11, 13, 34, 36	Woodland Shop			4	2017	1986	30	1
Shops & Yards	Fire Suppression	Bus	103 Victory				3	2017	1996	30	1
Shops & Yards	Fire Suppression	Bus	11, 13, 34, 36	Comly Garage			3	2018	2004	30	1
Shops & Yards	Fire Suppression	Bus	11, 13, 34, 39	Berridge Shop			3	2018	2005	30	1
Shops & Yards	Fire Suppression	Bus	110 Victory				4	2017	1991	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Allegheny Garage			4	2017	2016	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Callowhill Garage			3	2018	2011	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Frankford Garage			3	2018	2015	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Frontier Garage			3	2017	2012	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Midvale Garage			3	2018	1996	30	1
Shops & Yards	Fire Suppression	Bus	All Lines	Southern Garage			3	2017	2006	30	1
Shops & Yards	Fire Suppression	Heavy Rail	All Lines	69th Street Motor Sho			3	2017	1983	30	1
Shops & Yards	Fire Suppression	Heavy Rail	All Lines	Bustleton Shop			3	2018	1991	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			3	2018	2006	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop			3	2018	1999	30	1
Shops & Yards	Fire Suppression	Heavy Rail	Market-Frankford	Shops & Yards - Bridge			3	2018	1983	30	1
Shops & Yards	Fire Suppression	Heavy Rail		Norristown Car House			3	2017	2003	30	1
Shops & Yards	Fire Suppression	Heavy Rail, Trolle	Market-Frankford	Shops & Yards - 69th St			3	2017	2008	30	1
Shops & Yards	Fire Suppression	Paratransit	All Lines	Germantown Garage			3	2017	2003	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Broad & Lehigh Shop			3	2017	1986	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Courtland Shop			2	2018	2005	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Frazer Shop			3	2017	2003	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Overbrook Shop			3	2017	2005	30	1
Shops & Yards	Fire Suppression	Regional Rail	All Lines	Roberts Shop			3	2017	2006	30	1
Shops & Yards	Fire Suppression	Regional Rail	Liberty Yard				3	2017	2006	30	1
Shops & Yards	Fire Suppression	Regional Rail	Wayne Junction				3	2017	2006	30	1
Shops & Yards	Fire Suppression	Trolley	10, 11, 13, 34, 36	Woodland Shop			4	2017	2015	30	1
Shops & Yards	Fire Suppression	Trolley	11, 13, 34, 36	Shops & Yards - Elmwo			3	2017	2012	30	1
Shops & Yards	Roof	Bus	103 Victory				3	2017	2000	30	217,000
Shops & Yards	Roof	Bus	11, 13, 34, 36	Comly Garage			3	2018	2019	30	105,000
Shops & Yards	Roof	Bus	11, 13, 34, 39	Berridge Shop			3	2018	2016	30	475,000
Shops & Yards	Roof	Bus	110 Victory				4	2017	2005	30	217,000

Shops & Yards	Roof	Bus	All Lines	Allegheny Garage		4	2017	2006	30	208,000
Shops & Yards	Roof	Bus	All Lines	Callowhill Garage		3	2018	2015	30	213,000
Shops & Yards	Roof	Bus	All Lines	Frankford Garage		3	2018	2017	30	102,000
Shops & Yards	Roof	Bus	All Lines	Frontier Garage		3	2017	2018	30	45,000
Shops & Yards	Roof	Bus	All Lines	Midvale Garage		3	2018	1996	30	217,000
Shops & Yards	Roof	Bus	All Lines	Southern Garage		3	2017	2019	30	217,000
Shops & Yards	Roof	Heavy Rail	All Lines	69th Street Motor Shop		3	2017	2018	30	35,000
Shops & Yards	Roof	Heavy Rail	All Lines	Bustleton Shop		3	2018	2000	30	30,000
Shops & Yards	Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	2006	30	100,000
Shops & Yards	Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Shop		3	2018	2015	30	250,000
Shops & Yards	Roof	Heavy Rail	Market-Frankford	Bridge Street		3	2018	1983	30	45,000
Shops & Yards	Roof	Heavy Rail		Norristown Car House		3	2017	2017	30	40,000
Shops & Yards	Roof	Heavy Rail, Trolley	Market-Frankford	69th Street		3	2017	2000	30	400,000
Shops & Yards	Roof	Paratransit	All Lines	Germantown Garage		3	2017	2008	30	34,000
Shops & Yards	Roof	Regional Rail	All Lines	Broad & Lehigh Shop		3	2017	1986	30	14,000
Shops & Yards	Roof	Regional Rail	All Lines	Courtland Shop		2	2018	1980	30	53,000
Shops & Yards	Roof	Regional Rail	All Lines	Frazer Shop		3	2017	1986	30	200,000
Shops & Yards	Roof	Regional Rail	All Lines	Overbrook Shop		3	2017	2019	30	200,000
Shops & Yards	Roof	Regional Rail	All Lines	Roberts Shop		3	2017	2016	30	217,000
Shops & Yards	Roof	Regional Rail	Liberty Yard			3	2017	1986	50	200,000
Shops & Yards	Roof	Regional Rail	Main Line	Wayne Junction Shop		3	2017	2012	30	300,000
Shops & Yards	Roof	Trolley	10, 11, 13, 34, 36	Woodland Shop		4	2017	2015	30	250,000
Shops & Yards	Roof	Trolley	11, 13, 34, 36	Elmwood		3	2017	2009	30	200,000
Shops & Yards	Yard Lights	Heavy Rail	All Lines	69th Street Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Heavy Rail	Broad Street Line & Spur			3	2018	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	All Lines	Overbrook Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	All Lines	Roberts Shop		3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	Liberty Yard			3	2017	1980	60	1
Shops & Yards	Yard Lights	Regional Rail	Powelton Yard			4	2017	1980	60	1
Signals	OCC	Bus	Systemwide: Bus			4	2021	2005	7	1
Signals	OCC	Heavy Rail	Broad Street Line & Spur			4	2021	2000	7	1
Signals	OCC	Heavy Rail	Market-Frankford			4	2021	2001	7	1
Signals	OCC	Heavy Rail	Norristown High Speed Line			4	2021	1990	7	1
Signals	OCC	Paratransit	Systemwide: Paratransit			4	2021	2009	7	1
Signals	OCC	Regional Rail	Systemwide: Regional Rail			4	2021	1978	7	1
Signals	OCC	Trolley	Systemwide: Trolley			4	2021	2003	7	1
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line			4	2021	1990	47	1
Signals	Wayside Signals	Regional Rail	Doylestown			4	2021	2011	40	15
Signals	Wayside Signals	Regional Rail	Fox Chase			4	2021	2005	40	1
Signals	Wayside Signals	Regional Rail	Main Line			4	2021	2008	40	11
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown			4	2021	1990	47	17
Signals	Wayside Signals	Regional Rail	Media-Elwyn			4	2021	2000	40	8
Signals	Wayside Signals	Regional Rail	Warminster			4	2021	2010	40	15
Signals	Wayside Signals	Regional Rail	West Trenton			4	2021	2003	40	10
Signals	Wayside Signals	Trolley	101			4	2021	1984	47	17
Signals	Wayside Signals	Trolley	102			4	2021	1984	47	18
Signals	Wayside Signals	Trolley	101, 102			4	2021	2001	47	11
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur			4	2021	2011	40	7
Signals	Wayside Signals	Heavy Rail	Market-Frankford			4	2021	2001	40	13
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line			4	2021	1990	30	10
Signals	Wayside Signals	Regional Rail	Airport			4	2021	1984	30	6
Signals	Wayside Signals	Regional Rail	Chestnut Hill East			4	2021	2011	30	1
Signals	Wayside Signals	Regional Rail	Chestnut Hill West			4	2021	2015	30	1
Signals	Wayside Signals	Regional Rail	Cynwyd			4	2021	1978	40	1
Signals	Wayside Signals	Regional Rail	Doylestown			4	2021	2011	30	5
Signals	Wayside Signals	Regional Rail	Fox Chase			4	2021	2005	30	3
Signals	Wayside Signals	Regional Rail	Main Line			4	2021	2008	30	20
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown			4	2021	2015	40	5
Signals	Wayside Signals	Regional Rail	Media-Elwyn			4	2021	2000	40	5
Signals	Wayside Signals	Regional Rail	Warminster			4	2021	2010	45	6
Signals	Wayside Signals	Regional Rail	West Trenton			4	2021	2003	30	1

Signals	Wayside Signals	Trolley	101				4	2021	1984	30	2
Signals	Wayside Signals	Trolley	102				4	2021	1984	30	1
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	30	1
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	30	1
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	40	120
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	40	78
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	43
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	11
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	4
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1990	40	11
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1990	40	1
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	40	13
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	3
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	40	152
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1990	40	20
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	32
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	9
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	40	6
Signals	Wayside Signals	Trolley	101				4	2021	1984	40	9
Signals	Wayside Signals	Trolley	102				4	2021	1984	40	2
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	40	3
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	40	22
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	47	453
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	47	76
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	2011	47	398
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	47	45
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	47	85
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	38
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	35
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1978	47	32
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1978	47	7
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	40	62
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	10
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	40	416
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1978	47	78
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	162
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	64
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	40	39
Signals	Wayside Signals	Trolley	101				4	2021	1984	47	58
Signals	Wayside Signals	Trolley	102				4	2021	1984	47	28
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	47	58
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	47	48
Signals	Wayside Signals	Heavy Rail	Broad Street Line & Spur				4	2021	2011	30	453
Signals	Wayside Signals	Heavy Rail	Market-Frankford				4	2021	2001	30	76
Signals	Wayside Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	50
Signals	Wayside Signals	Regional Rail	Airport				4	2021	1984	40	26
Signals	Wayside Signals	Regional Rail	Chestnut Hill East				4	2021	2011	30	19
Signals	Wayside Signals	Regional Rail	Chestnut Hill West				4	2021	1978	30	22
Signals	Wayside Signals	Regional Rail	Cynwyd				4	2021	1978	30	5
Signals	Wayside Signals	Regional Rail	Doylestown				4	2021	2011	30	16
Signals	Wayside Signals	Regional Rail	Fox Chase				4	2021	2005	40	9
Signals	Wayside Signals	Regional Rail	Main Line				4	2021	2008	30	282
Signals	Wayside Signals	Regional Rail	Manayunk-Norristown				4	2021	1978	30	23
Signals	Wayside Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	76
Signals	Wayside Signals	Regional Rail	Warminster				4	2021	2010	40	19
Signals	Wayside Signals	Regional Rail	West Trenton				4	2021	2003	30	4
Signals	Wayside Signals	Trolley	101				4	2021	1984	30	21
Signals	Wayside Signals	Trolley	102				4	2021	1984	40	7
Signals	Wayside Signals	Trolley	10, 11, 13, 34, 36				4	2021	2010	40	48
Signals	Wayside Signals	Trolley	101, 102				4	2021	2001	30	24
Signals	Yard Signals	Heavy Rail	Broad Street Line & Spur				4	2021	1990	40	33

Signals	Yard Signals	Heavy Rail	Market-Frankford				4	2021	2001	40	78
Signals	Yard Signals	Heavy Rail	Norristown High Speed Line				4	2021	1990	40	43
Signals	Yard Signals	Regional Rail	Airport				4	2021	1984	40	11
Signals	Yard Signals	Regional Rail	Chestnut Hill East				4	2021	2011	40	4
Signals	Yard Signals	Regional Rail	Chestnut Hill West				4	2021	1990	40	9
Signals	Yard Signals	Regional Rail	Cynwyd				4	2021	1990	40	1
Signals	Yard Signals	Regional Rail	Doylestown				4	2021	2011	40	13
Signals	Yard Signals	Regional Rail	Fox Chase				4	2021	2005	40	3
Signals	Yard Signals	Regional Rail	Main Line				4	2021	2008	40	130
Signals	Yard Signals	Regional Rail	Manayunk-Norristown				4	2021	1990	40	16
Signals	Yard Signals	Regional Rail	Media-Elwyn				4	2021	2000	40	32
Signals	Yard Signals	Regional Rail	Warminster				4	2021	2010	40	7
Signals	Yard Signals	Trolley	101				4	2021	1984	40	9
Signals	Yard Signals	Trolley	102				4	2021	1984	40	2
Signals	Yard Signals	Trolley	101, 102				4	2021	2001	40	22
Stations	Bus Loop	Bus	2	Hunting Park and Pulaski		Hunting Park and Pulaski	4	2012	1986	30	1
Stations	Bus Loop	Bus	3	33rd and Cecil B. Moore		33rd and Cecil B. Moore	3	2012	2013	20	1
Stations	Bus Loop	Bus	18	Fox Chase			3	2012	2004	20	1
Stations	Bus Loop	Bus	18	Rising Sun and Knorr			3	2012	1997	30	1
Stations	Bus Loop	Bus	29	33rd and Dickinson			3	2012	1997	30	1
Stations	Bus Loop	Bus	42	Wycombe			4	2012	1997	40	1
Stations	Bus Loop	Bus	57	Rising Sun and Olney			3	2012	2005	30	1
Stations	Bus Loop	Bus	59	Alma			3	2012	1997	40	1
Stations	Bus Loop	Bus	60	35th and Alleghany			5	2018	2016	30	1
Stations	Bus Loop	Bus	61	Container			3	2012	1997	30	1
Stations	Bus Loop	Bus	1948-5-17 0:0:0	Front and Market			3	2012	2002	30	1
Stations	Bus Loop	Bus	1952-12-1 0:0:0	50th and Woodland			3	2012	2002	30	1
Stations	Bus Loop	Bus	1, 44, 52	54th and City Line			4	2012	1992	40	1
Stations	Bus Loop	Bus	1, 9, 27, 35, 38, 61, 62, 65, 124, 125	Wissahickon			3	2012	2000	50	1
Stations	Bus Loop	Bus	104, 107, 109, 110, 111, 112, 120, 125	69th Street West			5	2018	2016	30	1
Stations	Bus Loop	Bus	14, 19, 20, 24, 25, 26, 50, 58, 66, 67	Frankford Transportation Center			3	2012	2002	40	1
Stations	Bus Loop	Bus	21, 108, 113	69th Street South			5	2018	2015	40	1
Stations	Bus Loop	Bus	21, 42	61st and Pine			3	2018	2017	40	1
Stations	Bus Loop	Bus	23, 77, 94	Bethlehem Pike			3	2012	1995	30	1
Stations	Bus Loop	Bus	28, 56, 70, 84	Cottman and Torresdale			4	2012	2008	30	1
Stations	Bus Loop	Bus	28, 57, 70	Fern Rock -Bus			3	2012	1990	40	1
Stations	Bus Loop	Bus	30, 65, 103, 105, 106	69th Street North			3	2012	1992	30	1
Stations	Bus Loop	Bus	33, 56	23rd and Venango			5	2018	2015	40	1
Stations	Bus Loop	Bus	37, 109, 113, 114, 117, 118, 119	Chester Transportation Center			3	2012	2003	50	1
Stations	Bus Loop	Bus	47, 70, K	5th and Godfrey			3	2012	1992	40	1
Stations	Bus Loop	Bus	48, 52, 64	49th and Parkside			5	2012	2012	40	1
Stations	Bus Loop	Bus	58, 59	Bells Corner			4	2012	2010	40	1
Stations	Bus Loop	Bus	6, 8, 18, 22, 55, L	Broad and Olney			3	2012	2009	30	1
Stations	Bus Loop	Bus	6, H, XH	Cheltenham and Ogontz			5	2012	2011	30	1
Stations	Bus Loop	Bus	66, 130	Frankford and City Line			4	2012	2012	30	1
Stations	Bus Loop	Bus	66, 70	Frankford and Gregg			5	2012	2009	30	1
Stations	Bus Loop	Bus	7, 39, 54	33rd and Dauphin			3	2012	2013	30	1
Stations	Bus Loop	Bus	9, 35, 62	Ridge and Summit			3	2012	1986	40	1
Stations	Bus Loop	Bus	90, 91, 93, 96, 97, 98, 99	Norristown Transportation Center			3	2012	1997	40	1
Stations	Bus Loop	Bus	95, 124, 125	Gulph Mills Transportation Center			5	2012	2008	40	1
Stations	Bus Loop	Bus	J, K, 59, 75	Arrott Terminal			4	2012	2006	30	1
Stations	Bus Loop	Bus, Trolley	15	Richmond and Westmonte	MP 8.5		3	2012	2012	30	1
Stations	Bus Loop	Bus, Trolley	1946-10-1 0:0:0	63rd and Malvern	MP 0		3	2012	1997	30	1
Stations	Bus Loop	Bus, Trolley	11, 13, 113, 114, 115	Darby	MP 6.1		4	2012	2010	30	1
Stations	Bus Loop	Trolley	13	Mt. Moriah	MP 1.2		3	2012	1986	40	1
Stations	Bus Loop	Trolley	13	Yeadon	MP 0		3	2012	2006	30	1
Stations	Bus Loop	Trolley	36	Eastwick	MP 0		3	2012	1999	40	1
Stations	Canopy or Roof	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportation Center	MP 0.15		3	2019	1987	30	220,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	30	21,000

Stations	Canopy or Roof	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	30	21,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	30	16,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	69th Street Transporta	MP 0.25		3	2019	1987	30	1
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	30	15,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Arrott Transportation C	MP 12.5		4	2019	2018	30	32,500
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	30	18,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	30	16,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	30	14,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2019	2004	30	33,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	30	27,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	30	14,300
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	30	12,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	30	12,600
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1987	30	10,940
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	30	13,000
Stations	Canopy or Roof	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	30	21,000
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2012	20	10,500
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Ardmore Avenue	MP 3.89		4	2019	2013	30	1,300
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Ardmore Junction	MP 3.48		3	2019	2013	20	950
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Beechwood-Brookline	MP 2.55		3	2019	1991	30	1,900
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Bridgeport	MP 13.76		3	2019	1993	20	700
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Bryn Mawr -NHSL	MP 5.35		3	2019	2014	20	2,800
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	County Line	MP 8.57		2	2019	1991	30	120
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	DeKalb Street	MP 12.29		3	2019	1991	30	630
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Garrett Hill	MP 6.37		3	2019	1991	30	450
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Gulph Mills	MP 10.22		4	2019	2008	20	430
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	2011	20	1,500
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Hughes Park	MP 11.02		3	2019	1991	30	250
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Matsonford	MP 9.3		4	2019	2017	20	130
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1991	30	8,750
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1991	30	1,900
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Penfield	MP 1.95		3	2019	1991	30	1,340
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Radnor -NHSL	MP 7.88		4	2019	2016	20	800
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Roberts Road	MP 5.82		3	2019	1991	30	140
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Stadium-Ithan Ave	MP 6.77		5	2020	2019	30	1,050
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Township Line Road	MP 1.49		3	2019	1991	30	1,000
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Villanova -NHSL	MP 6.98		3	2019	1991	30	470
Stations	Canopy or Roof	Heavy Rail	Norristown High Speed Line	Wynnewood Road	MP 3.15		4	2019	2012	20	3,000
Stations	Canopy or Roof	Regional Rail	Airport	Eastwick	MP 7.1		3	2019	2015	20	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Chestnut Hill East	MP 10.8		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Germantown	MP 6.8		3	2019	2010	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Gravers	MP 10.3		3	2019	2010	30	8,050
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Sedgwick	MP 8.9		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Stenton	MP 8.6		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Washington Lane	MP 7.8		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Wister	MP 6.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill East	Wyndmoor	MP 10		4	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2011	30	1,630
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Carpenter	MP 4.4		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Cheltenham Avenue	MP 2.8		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Chestnut Hill West	MP 6.65		4	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Highland	MP 6.1		4	2019	2010	30	200
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	North Philadelphia	MP 0.07		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2009	30	3,690
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Saint Martins	MP 5.6		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Tulpehocken	MP 3.3		4	2019	2010	30	1,330
Stations	Canopy or Roof	Regional Rail	Chestnut Hill West	Upsal	MP 3.8		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Bala	MP 5.7		4	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	30	1
Stations	Canopy or Roof	Regional Rail	Cynwyd	Wynnefield Avenue	MP 4.9		4	2019	1987	30	160

Stations	Canopy or Roof	Regional Rail	Doylestown	9th Street	MP 0.73		4	2016	2016	30	160
Stations	Canopy or Roof	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	30	400
Stations	Canopy or Roof	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	30	1,050
Stations	Canopy or Roof	Regional Rail	Doylestown	Delaware Valley Univer	MP 8.4		4	2016	2002	30	875
Stations	Canopy or Roof	Regional Rail	Doylestown	Doylestown	MP 10		3	2016	2002	30	1
Stations	Canopy or Roof	Regional Rail	Doylestown	Fortuna	MP 1.5		3	2016	2017	30	1
Stations	Canopy or Roof	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	30	100
Stations	Canopy or Roof	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	30	120
Stations	Canopy or Roof	Regional Rail	Fox Chase	Cheltenham	MP 10.2		4	2019	2007	30	1,440
Stations	Canopy or Roof	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	30	2,720
Stations	Canopy or Roof	Regional Rail	Fox Chase	Lawndale	MP 9.5		3	2019	1990	30	1
Stations	Canopy or Roof	Regional Rail	Fox Chase	Olney	MP 7.9		4	2019	2010	30	840
Stations	Canopy or Roof	Regional Rail	Fox Chase	Ryers	MP 10.8		4	2019	2012	30	160
Stations	Canopy or Roof	Regional Rail	Main Line	30th Street Station	MP 0.9		3	2019	2011	30	99,180
Stations	Canopy or Roof	Regional Rail	Main Line	Ambler	MP 17.2		4	2019	2011	30	5,300
Stations	Canopy or Roof	Regional Rail	Main Line	Elkins Park	MP 9.2		3	2019	1997	35	1
Stations	Canopy or Roof	Regional Rail	Main Line	Fern Rock Transportati	MP 7		3	2019	1992	25	5,500
Stations	Canopy or Roof	Regional Rail	Main Line	Fort Washington	MP 15.9		4	2019	2007	30	6,560
Stations	Canopy or Roof	Regional Rail	Main Line	Glenside	MP 11.9		3	2019	2010	30	900
Stations	Canopy or Roof	Regional Rail	Main Line	Gwynedd Valley	MP 20		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Jefferson Station	MP 0.5		4	2019	2002	30	190,974
Stations	Canopy or Roof	Regional Rail	Main Line	Jenkintown	MP 10.7		4	2019	2016	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Lansdale	MP 24.9		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Melrose Park	MP 8.4		4	2019	2005	30	2,900
Stations	Canopy or Roof	Regional Rail	Main Line	North Broad	MP 2.9		3	2019	1992	30	72
Stations	Canopy or Roof	Regional Rail	Main Line	North Hills	MP 13		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	North Wales	MP 22.4		3	2019	2010	30	1,110
Stations	Canopy or Roof	Regional Rail	Main Line	Oreland	MP 13.8		3	2019	1998	30	1,950
Stations	Canopy or Roof	Regional Rail	Main Line	Penllyn	MP 18.8		2	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2016	1995	30	4,950
Stations	Canopy or Roof	Regional Rail	Main Line	Pennbrook	MP 23.5		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Main Line	Suburban Station	MP 0		3	2019	2004	30	488,920
Stations	Canopy or Roof	Regional Rail	Main Line	Temple University	MP 2.1		4	2019	2014	30	20,000
Stations	Canopy or Roof	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2019	2015	30	9,980
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Allegheny	MP 4		3	2019	1987	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Conshohocken	MP 13.5		3	2020	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	East Falls	MP 5.5		3	2019	1981	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Elm Street	MP 18.1		3	2019	1992	45	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Ivy Ridge	MP 8.2		3	2019	2006	30	140
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Main Street	MP 17.77		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Manayunk	MP 7.5		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Miquon	MP 10.7		3	2019	1997	30	2,250
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Norristown Transporta	MP 17.2		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Spring Mill	MP 12.3		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Manayunk-Norristown	Wissahickon	MP 6.4		3	2019	1998	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	49th Street	MP 3.3		3	2019	1999	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Clifton-Aldan	MP 7.6		3	2019	2010	30	1,500
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Elwyn	MP 15.1		3	2019	1990	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Fernwood-Yeadon	MP 5.5		4	2019	2005	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Gladstone	MP 7		3	2019	2005	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Lansdowne	MP 6.3		3	2019	1987	40	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Media	MP 14		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Morton	MP 10.7		4	2019	2010	30	1,000
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Moylan-Rose Valley	MP 13.3		2	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Primos	MP 8.2		4	2019	2012	30	5,300
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Secane	MP 8.9		4	2019	2019	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Swarthmore	MP 11.3		3	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Media-Elwyn	Wallingford	MP 12.4		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Ardmore	MP 8.5		3	2020	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Berwyn	MP 17.5		4	2020	1999	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Bryn Mawr	MP 10.1		3	2020	1981	30	1

Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Daylesford	MP 18.5		3	2020	1997	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Devon	MP 16.4		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Downingtown	MP 32.4		3	2020	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Exton	MP 28.3		5	2020	2018	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Haverford	MP 9.1		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Malvern	MP 27.4		3	2020	2012	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Merion	MP 6.1		3	2016	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Narberth	MP 6.7		3	2016	1980	50	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Overbrook	MP 5.4		4	2020	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Radnor	MP 12.9		3	2016	2001	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Rosemont	MP 10.8		3	2018	2013	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	St. Davids	MP 13.7		3	2020	1987	40	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Strafford	MP 15.3		3	2020	2003	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Thorndale	MP 35.3		4	2020	1999	30	6,000
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Villanova	MP 11.9		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Wayne	MP 14.4		4	2020	2010	30	1,630
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Whitford	MP 21.5		3	2016	1987	30	1
Stations	Canopy or Roof	Regional Rail	Paoli-Thorndale	Wynnewood	MP 7.4		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Bridensburg	MP 10.2		3	2019	1981	40	1
Stations	Canopy or Roof	Regional Rail	Trenton	Bristol	MP 23.6		2	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Cornwells Heights	MP 17.8		4	2019	2002	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Croydon	MP 20.7		4	2019	2011	30	5,300
Stations	Canopy or Roof	Regional Rail	Trenton	Eddington	MP 19.1		3	2019	1981	40	1
Stations	Canopy or Roof	Regional Rail	Trenton	Holmesburg Junction	MP 13.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Levittown	MP 26.8		5	2019	2019	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Tacony	MP 12.1		3	2019	1992	30	1
Stations	Canopy or Roof	Regional Rail	Trenton	Torresdale	MP 15.7		3	2019	1997	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Ardley	MP 13.5		3	2020	1995	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Crestmont	MP 15.9		4	2020	2009	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Hatboro	MP 19.1		3	2020	1981	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Roslyn	MP 14.7		3	2016	1987	30	1
Stations	Canopy or Roof	Regional Rail	Warminster	Warminster	MP 20.6		3	2020	2009	30	4,350
Stations	Canopy or Roof	Regional Rail	Warminster	Willow Grove	MP 16.7		3	2016	1992	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Bethayres	MP 15.1		3	2016	1992	30	3,150
Stations	Canopy or Roof	Regional Rail	West Trenton	Forest Hills	MP 17.7		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Langhorne	MP 23.9		4	2020	2011	30	6,000
Stations	Canopy or Roof	Regional Rail	West Trenton	Meadowbrook	MP 13.8		3	2016	1998	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Neshaminy Falls	MP 21.1		3	2016	2005	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Noble	MP 12		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Philmont	MP 16.4		3	2020	2010	30	2,850
Stations	Canopy or Roof	Regional Rail	West Trenton	Rydal	MP 12.8		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Somerton	MP 18.2		3	2016	2002	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Trevoise	MP 19.9		3	2020	2008	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Woodbourne	MP 26.5		3	2020	2002	30	1
Stations	Canopy or Roof	Regional Rail	West Trenton	Yardley	MP 30.7		5	2016	2018	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2016	2003	30	5,880
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Crum Lynne	MP 11.1		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Curtis Park	MP 6.7		3	2016	1981	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Darby	MP 6.1		3	2016	1981	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Eddystone	MP 12.3		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Folcroft	MP 7.7		3	2016	2010	30	3,225
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Glenolden	MP 8.3		3	2016	1987	60	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Highland Ave	MP 15.4		3	2016	1981	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Norwood	MP 9		3	2016	1987	40	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Prospect Park	MP 9.4		4	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Ridley Park	MP 10.3		3	2016	1997	30	1
Stations	Canopy or Roof	Regional Rail	Wilmington-Newark	Sharon Hill	MP 7.1		3	2016	1987	35	80
Stations	Canopy or Roof	Trolley	34	Bus Loop - 61st and Ba	MP 0		3	2012	2000	25	1
Stations	Canopy or Roof	Trolley	101	Anderson Avenue	MP 3.22		4	2014	2009	30	120
Stations	Canopy or Roof	Trolley	101	Aronimink	MP 2.85		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Beatty Road	MP 7.71		4	2014	2009	30	200

Stations	Canopy or Roof	Trolley	101	Drexelbrook	MP 3.4		4	2014	2009	30	120
Stations	Canopy or Roof	Trolley	101	Drexeline	MP 3.7		4	2014	2009	30	70
Stations	Canopy or Roof	Trolley	101	Leamy Avenue	MP 5.3		4	2014	2009	30	200
Stations	Canopy or Roof	Trolley	101	Paper Mill Road	MP 6.67		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Pine Ridge	MP 7.34		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Providence Road - Rte	MP 7.95		4	2014	2009	30	1,600
Stations	Canopy or Roof	Trolley	101	Saxer Avenue	MP 5.03		4	2014	2009	30	390
Stations	Canopy or Roof	Trolley	101	Scenic Road	MP 4.1		4	2014	2009	30	900
Stations	Canopy or Roof	Trolley	101	School Lane	MP 2.51		4	2014	2009	30	900
Stations	Canopy or Roof	Trolley	101	Springfield Mall	MP 6.14		3	2014	2009	30	190
Stations	Canopy or Roof	Trolley	101	Springfield Road	MP 4.58		4	2014	2009	30	400
Stations	Canopy or Roof	Trolley	101	Thomson Avenue	MP 5.87		4	2014	2009	30	90
Stations	Canopy or Roof	Trolley	101	Woodland Avenue	MP 5.46		4	2014	2009	30	1,200
Stations	Canopy or Roof	Trolley	102	Andrews Avenue	MP 4.88		4	2014	2009	30	143
Stations	Canopy or Roof	Trolley	102	Baltimore Avenue	MP 3.3		4	2014	2010	30	1,700
Stations	Canopy or Roof	Trolley	102	Bartram Avenue	MP 4.64		4	2011	2009	30	200
Stations	Canopy or Roof	Trolley	102	Clifton-Aldan -Rte 102	MP 3.74		4	2011	2010	30	340
Stations	Canopy or Roof	Trolley	102	Creek Road	MP 3.01		4	2014	2010	30	980
Stations	Canopy or Roof	Trolley	102	Drexel Manor	MP 2.49		4	2014	2010	30	80
Stations	Canopy or Roof	Trolley	102	Garrettford	MP 2.36		4	2014	2010	30	700
Stations	Canopy or Roof	Trolley	102	MacDade Boulevard	MP 4.99		4	2014	2009	30	600
Stations	Canopy or Roof	Trolley	102	Marshall Road	MP 3.01		4	2014	2010	30	150
Stations	Canopy or Roof	Trolley	102	North Street	MP 4.41		4	2011	2009	30	135
Stations	Canopy or Roof	Trolley	102	Penn Street	MP 3.49		4	2014	2010	30	200
Stations	Canopy or Roof	Trolley	102	Providence Road -Rte 1	MP 4.12		4	2014	2009	30	135
Stations	Canopy or Roof	Trolley	102	Sharon Hill -	MP 5.25		4	2011	2009	30	1,200
Stations	Canopy or Roof	Trolley	102	Springfield Road -Rte 1	MP 3.6		4	2014	2010	30	200
Stations	Canopy or Roof	Trolley	101, 102	69th Street - 101/102	MP 0		3	2014	2015	30	15,000
Stations	Canopy or Roof	Trolley	101, 102	Avon Road	MP 0.64		3	2014	2000	30	180
Stations	Canopy or Roof	Trolley	101, 102	Beverly Boulevard	MP 0.98		4	2014	2000	30	140
Stations	Canopy or Roof	Trolley	101, 102	Congress Avenue	MP 1.25		4	2014	2010	30	110
Stations	Canopy or Roof	Trolley	101, 102	Drexel Hill Junction	MP 2.1		4	2014	2000	30	210
Stations	Canopy or Roof	Trolley	101, 102	Drexel Park	MP 1.73		4	2014	2000	30	1,600
Stations	Canopy or Roof	Trolley	101, 102	Fairfield Ave	MP 0.25		4	2014	2000	30	240
Stations	Canopy or Roof	Trolley	101, 102	Hilltop Road	MP 0.85		3	2014	2000	30	140
Stations	Canopy or Roof	Trolley	101, 102	Huey Avenue	MP 2.37		4	2014	2000	30	900
Stations	Canopy or Roof	Trolley	101, 102	Irrington Road	MP 1.84		4	2014	2000	30	900
Stations	Canopy or Roof	Trolley	101, 102	Lansdowne Avenue	MP 1.45		4	2014	2000	30	1,600
Stations	Canopy or Roof	Trolley	101, 102	Walnut St	MP 0.51		4	2014	2000	30	140
Stations	Canopy or Roof	Trolley	11, 13, 34, 36	40th	MP 0		3	2019	1997	30	11,000
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1987	40	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1992	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportation	MP 0.15		3	2019	2009	25	223,000
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1992	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Olney Transportation Center	MP 0.76		4	2019	2012	30	43,840
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	30	21,920
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1992	30	13,200
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	30	18,718
Stations	Fire Suppression System	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	30	21,920
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1999	30	1

Stations	Fire Suppression System	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2002	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	30	26,607
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	2002	30	19,107
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1981	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2006	25	21,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	63rd	MP 1		4	2019	2009	25	16,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	69th Street Transporta	MP 0.25		3	2019	2008	25	71,600
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2007	30	14,666
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	25	15,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Arrott Transportation	MP 12.5		4	2019	2018	25	32,500
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	25	19,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	25	16,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	25	14,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2019	2003	25	33,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	25	27,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	25	13,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2009	25	10,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	25	12,600
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1975	25	10,940
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	25	13,000
Stations	Fire Suppression System	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	25	21,000
Stations	Fire Suppression System	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2008	25	12,000
Stations	Fire Suppression System	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1989	30	8,750
Stations	Fire Suppression System	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	2010	50	1
Stations	Fire Suppression System	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2010	50	5,780
Stations	Fire Suppression System	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2010	50	3,960
Stations	Fire Suppression System	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	50	4,860
Stations	Fire Suppression System	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	50	3,980
Stations	Fire Suppression System	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	50	4,300
Stations	Fire Suppression System	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	50	1,080
Stations	Fire Suppression System	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	50	1,240
Stations	Fire Suppression System	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	50	8,600
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2007	30	4,500
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2015	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	1987	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2015	30	2,743
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2003	30	7,500
Stations	Fire Suppression System	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	1997	30	2,743
Stations	Fire Suppression System	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	1997	30	2,743
Stations	Fire Suppression System	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	1997	30	2,743
Stations	Island Platform	Trolley	15	Berks Street & Girard A	MP 6.5		3	2018	2005	40	760
Stations	Island Platform	Trolley	15	Girard Ave & 11th St	MP 4.7		3	2018	2005	40	800
Stations	Island Platform	Trolley	15	Girard Ave & 12th St	MP 4.6		3	2018	2005	40	850
Stations	Island Platform	Trolley	15	Girard Ave & 2nd St	MP 5.5		3	2018	2005	40	800
Stations	Island Platform	Trolley	15	Girard Ave & 33th St	MP 2.8		3	2018	2005	40	400
Stations	Island Platform	Trolley	15	Girard Ave & 34th St	MP 2.5		3	2018	2005	40	1,100
Stations	Island Platform	Trolley	15	Girard Ave & 39th St	MP 2.1		3	2018	2005	40	1,000
Stations	Island Platform	Trolley	15	Girard Ave & 3rd St	MP 5.4		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave & 40th St	MP 2		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 41st St	MP 1.8		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 42st St	MP 1.7		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 4th St	MP 5.3		3	2018	2005	40	475
Stations	Island Platform	Trolley	15	Girard Ave & 5th St	MP 5.2		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave & 7th St	MP 5		3	2018	2005	40	950
Stations	Island Platform	Trolley	15	Girard Ave & 8th St	MP 4.9		3	2018	2005	40	950

Stations	Island Platform	Trolley	15	Girard Ave and Colum	MP 6		3	2018	2005	40	900
Stations	Island Platform	Trolley	15	Girard Ave and Frankf	MP 5.8		3	2018	2005	40	850
Stations	Island Platform	Trolley	15	Girard Ave and Front S	MP 5.7		3	2018	2005	40	710
Stations	Island Platform	Trolley	36	76th Street and Island	MP 0.6		3	2018	2005	40	450
Stations	Island Platform	Trolley	36	Buist Avenue and Islan	MP 0.8		3	2019	2005	40	450
Stations	Island Platform	Trolley	36	Lindbergh Blvd Island	MP 0.3		3	2019	2005	40	450
Stations	Island Platform	Trolley	36	Tanager Street and Isla	MP 0.7		2	2019	2005	40	450
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1981	30	1
Stations	Leak Prevention	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1987	40	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1992	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	30	1
Stations	Mezzanine	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1999	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	34th (UG)	MP 3.9		3	2019	2002	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1981	30	1
Stations	Mezzanine	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2002	30	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	56th Street - 56th	MP 1.75		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Arrott Transportation C	MP 12.5		4	2019	2018	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	50	1
Stations	Overpass-Underpass	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	1981	50	1

Stations	Overpass-Underpass	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1981	50	1
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2009	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1999	25	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2009	25	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	2009	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	2009	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Fern Rock Transportati	MP 0.15		3	2019	1987	30	223,000
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	1991	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	2010	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	35	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	2008	35	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2009	35	43,840
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2009	35	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2010	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2007	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	2008	25	13,200
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2009	25	18,718
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2009	35	21,920
Stations	Platform-Structures	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	2011	25	13,200
Stations	Platform-Structures	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	2008	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2010	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	2008	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	2008	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	25	26,607
Stations	Platform-Structures	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	2009	35	19,107
Stations	Platform-Structures	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	46th Street	MP 2.75		4	2019	2008	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	52nd Street	MP 2.2		4	2019	2008	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	56th Street	MP 1.75		4	2019	2006	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	2010	25	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	60th Street	MP 1.3		4	2019	2007	50	21,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	63rd Street	MP 1		4	2019	2009	50	16,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	69th Street Transporta	MP 0.25		3	2019	1987	40	71,600
Stations	Platform-Structures	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2009	35	14,666
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Allegheny	MP 10.45		3	2019	2001	60	15,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Arrott Transportation C	MP 12.5		4	2019	2018	50	32,500
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Berks	MP 8.7		3	2019	2006	50	19,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Church	MP 12.1		4	2019	2006	60	16,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Erie-Torresdale	MP 11.6		3	2019	2001	60	14,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Frankford Transportati	MP 13.1		3	2019	2004	50	33,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Girard	MP 8.1		3	2019	1994	60	27,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Huntingdon	MP 9.6		4	2019	2006	50	13,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Millbourne	MP 0.7		5	2009	2008	50	10,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Somerset	MP 9.8		3	2019	1997	60	12,600
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Spring Garden	MP 7.4		3	2019	1987	40	10,940
Stations	Platform-Structures	Heavy Rail	Market-Frankford	Tioga	MP 10.8		3	2019	1997	60	13,000
Stations	Platform-Structures	Heavy Rail	Market-Frankford	York-Dauphin	MP 9.2		3	2019	1997	60	21,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	69th Street -NHSL	MP 0		3	2019	2012	60	12,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Ardmore Avenue	MP 3.89		4	2019	2013	50	12,000
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Ardmore Junction	MP 3.48		3	2019	2013	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Beechwood-Brookline	MP 2.55		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Bridgeport	MP 13.76		3	2019	2013	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Bryn Mawr -NHSL	MP 5.35		3	2019	2014	20	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	County Line	MP 8.57		2	2019	1991	30	1

Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	DeKalb Street	MP 12.29		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Garrett Hill	MP 6.37		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Gulph Mills	MP 10.22		4	2019	2008	50	3,900
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Haverford -NHSL	MP 4.65		4	2019	2011	20	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Hughes Park	MP 11.02		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Matsonford	MP 9.3		4	2019	2016	50	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Norristown Transporta	MP 13.32		4	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Parkview	MP 0.89		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Penfield	MP 1.95		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Radnor -NHSL	MP 7.88		4	2019	2016	50	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Roberts Road	MP 5.82		3	2019	1991	40	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Stadium-Ithan Ave	MP 6.77		5	2020	2019	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Township Line Road	MP 1.49		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Villanova -NHSL	MP 6.98		3	2019	1991	30	1
Stations	Platform-Structures	Heavy Rail	Norristown High Speed Line	Wynnewood Road	MP 3.15		4	2019	2012	50	1
Stations	Platform-Structures	Regional Rail	Airport	Eastwick	MP 7.1		3	2019	2015	30	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Chestnut Hill East	MP 10.8		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Germantown	MP 6.8		3	2019	2010	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Gravers	MP 10.3		3	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Mount Airy	MP 9.3		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Sedgwick	MP 8.9		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Stenton	MP 8.6		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Washington Lane	MP 7.8		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Wister	MP 6.1		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill East	Wyndmoor	MP 10		4	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Allen Lane	MP 4.8		4	2019	2011	50	5,780
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Carpenter	MP 4.4		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Cheltenham Avenue	MP 2.8		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Chestnut Hill West	MP 6.65		4	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Highland	MP 6.1		4	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	North Philadelphia	MP 0.07		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Queen Lane	MP 2.2		4	2019	2009	50	3,690
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Saint Martins	MP 5.6		3	2019	2009	40	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Tulphocken	MP 3.3		4	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Chestnut Hill West	Upsal	MP 3.8		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Bala	MP 5.7		4	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Cynwyd	MP 6.1		4	2019	2011	50	1
Stations	Platform-Structures	Regional Rail	Cynwyd	Wynnefield Avenue	MP 4.9		4	2019	2017	50	1
Stations	Platform-Structures	Regional Rail	Doylestown	9th Street	MP 0.73		4	2016	2016	50	1,050
Stations	Platform-Structures	Regional Rail	Doylestown	Chalfont	MP 5.3		4	2016	2005	50	3,980
Stations	Platform-Structures	Regional Rail	Doylestown	Colmar	MP 2.4		3	2016	2000	60	4,300
Stations	Platform-Structures	Regional Rail	Doylestown	Delaware Valley Univer	MP 8.4		4	2016	1998	50	875
Stations	Platform-Structures	Regional Rail	Doylestown	Doylestown	MP 10		3	2016	1982	60	1
Stations	Platform-Structures	Regional Rail	Doylestown	Fortuna	MP 1.5		3	2016	1972	50	1
Stations	Platform-Structures	Regional Rail	Doylestown	Link Belt	MP 3		4	2016	2000	50	1,080
Stations	Platform-Structures	Regional Rail	Doylestown	New Britain	MP 7.1		4	2016	2006	50	1,240
Stations	Platform-Structures	Regional Rail	Fox Chase	Cheltenham	MP 10.2		4	2019	2007	50	1,820
Stations	Platform-Structures	Regional Rail	Fox Chase	Fox Chase	MP 11.6		4	2019	2011	50	8,600
Stations	Platform-Structures	Regional Rail	Fox Chase	Lawndale	MP 9.5		3	2019	1990	30	1
Stations	Platform-Structures	Regional Rail	Fox Chase	Olney	MP 7.9		4	2019	2010	50	8,900
Stations	Platform-Structures	Regional Rail	Fox Chase	Ryers	MP 10.8		4	2019	2012	50	2,200
Stations	Platform-Structures	Regional Rail	Main Line	30th Street Station	MP 0.9		3	2019	2011	50	32,400
Stations	Platform-Structures	Regional Rail	Main Line	Ambler	MP 17.2		4	2019	2011	50	17,020
Stations	Platform-Structures	Regional Rail	Main Line	Elkins Park	MP 9.2		3	2019	1967	55	1
Stations	Platform-Structures	Regional Rail	Main Line	Fern Rock Transportati	MP 7		3	2019	1992	25	1
Stations	Platform-Structures	Regional Rail	Main Line	Fort Washington	MP 15.9		4	2019	2007	50	14,050
Stations	Platform-Structures	Regional Rail	Main Line	Glenside	MP 11.9		3	2019	1967	70	1
Stations	Platform-Structures	Regional Rail	Main Line	Gwynedd Valley	MP 20		3	2019	1992	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Jefferson Station	MP 0.5		4	2019	1982	50	48,600
Stations	Platform-Structures	Regional Rail	Main Line	Jenkintown	MP 10.7		4	2019	1967	55	1
Stations	Platform-Structures	Regional Rail	Main Line	Lansdale	MP 24.9		3	2019	1997	40	1

Stations	Platform-Structures	Regional Rail	Main Line	Melrose Park	MP 8.4		4	2019	2005	50	12,760
Stations	Platform-Structures	Regional Rail	Main Line	North Broad	MP 2.9		3	2019	1992	50	2,688
Stations	Platform-Structures	Regional Rail	Main Line	North Hills	MP 13		3	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Main Line	North Wales	MP 22.4		3	2019	2008	60	14,250
Stations	Platform-Structures	Regional Rail	Main Line	Oreland	MP 13.8		3	2019	1998	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Penllyn	MP 18.8		2	2019	1961	30	1
Stations	Platform-Structures	Regional Rail	Main Line	Penn Medicine	MP 1.7		3	2016	1995	60	7,160
Stations	Platform-Structures	Regional Rail	Main Line	Pennbrook	MP 23.5		3	2019	1992	40	1
Stations	Platform-Structures	Regional Rail	Main Line	Suburban Station	MP 0		3	2019	2004	60	488,920
Stations	Platform-Structures	Regional Rail	Main Line	Temple University	MP 2.1		4	2019	2014	60	29,110
Stations	Platform-Structures	Regional Rail	Main Line	Wayne Junction	MP 5.2		3	2019	2015	60	27,300
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Allegheny	MP 4		3	2019	1967	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Conshohocken	MP 13.5		3	2020	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	East Falls	MP 5.5		3	2019	1961	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Elm Street	MP 18.1		3	2019	1972	45	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Ivy Ridge	MP 8.2		3	2019	2006	60	5,940
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Main Street	MP 17.77		3	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Manayunk	MP 7.5		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Miquon	MP 10.7		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Norristown Transporta	MP 17.2		3	2019	1977	50	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Spring Mill	MP 12.3		3	2019	1998	40	1
Stations	Platform-Structures	Regional Rail	Manayunk-Norristown	Wissahickon	MP 6.4		3	2019	1998	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	49th Street	MP 3.3		3	2019	1999	40	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Angora	MP 4.5		4	2019	2010	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Clifton-Aldan	MP 7.6		3	2019	1990	45	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Elwyn	MP 15.1		3	2019	1970	70	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Fernwood-Yeadon	MP 5.5		4	2019	2005	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Gladstone	MP 7		3	2019	2005	40	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Lansdowne	MP 6.3		3	2019	1967	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Media	MP 14		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Morton	MP 10.7		4	2019	2010	30	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Moylan-Rose Valley	MP 13.3		2	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Primos	MP 8.2		4	2019	2012	50	17,020
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Secane	MP 8.9		4	2019	2019	50	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Swarthmore	MP 11.3		3	2019	1982	60	1
Stations	Platform-Structures	Regional Rail	Media-Elwyn	Wallingford	MP 12.4		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Ardmore	MP 8.5		3	2020	2004	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Berwyn	MP 17.5		4	2020	1999	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Bryn Mawr	MP 10.1		3	2020	1961	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Daylesford	MP 18.5		3	2020	1997	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Devon	MP 16.4		3	2020	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Downingtown	MP 32.4		3	2020	1967	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Exton	MP 28.3		5	2020	2018	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Haverford	MP 9.1		3	2020	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Malvern	MP 27.4		3	2020	2012	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Merion	MP 6.1		3	2016	1961	70	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Narberth	MP 6.7		3	2016	1980	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Overbrook	MP 5.4		4	2020	2003	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Radnor	MP 12.9		3	2016	2001	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Rosemont	MP 10.8		3	2018	2013	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	St. Davids	MP 13.7		3	2020	1967	65	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Strafford	MP 15.3		3	2020	2003	60	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Thorndale	MP 35.3		4	2020	1999	50	8,300
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Villanova	MP 11.9		3	2016	1961	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Wayne	MP 14.4		4	2020	2010	50	17,140
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Whitford	MP 21.5		3	2016	1967	50	1
Stations	Platform-Structures	Regional Rail	Paoli-Thorndale	Wynnewood	MP 7.4		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Bridesburg	MP 10.2		3	2019	1961	70	1
Stations	Platform-Structures	Regional Rail	Trenton	Bristol	MP 23.6		2	2019	1972	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Cornwells Heights	MP 17.8		4	2019	1982	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Croydon	MP 20.7		4	2019	2011	50	1

Stations	Platform-Structures	Regional Rail	Trenton	Eddington	MP 19.1		3	2019	1961	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Holmesburg Junction	MP 13.1		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Levittown	MP 26.8		5	2019	2019	50	1
Stations	Platform-Structures	Regional Rail	Trenton	Tacony	MP 12.1		3	2019	1972	60	1
Stations	Platform-Structures	Regional Rail	Trenton	Torresdale	MP 15.7		3	2019	1977	60	1
Stations	Platform-Structures	Regional Rail	Warminster	Ardley	MP 13.5		3	2020	1995	40	1
Stations	Platform-Structures	Regional Rail	Warminster	Crestmont	MP 15.9		4	2020	2009	30	1
Stations	Platform-Structures	Regional Rail	Warminster	Hatboro	MP 19.1		3	2020	1961	60	1
Stations	Platform-Structures	Regional Rail	Warminster	Roslyn	MP 14.7		3	2016	1967	50	1
Stations	Platform-Structures	Regional Rail	Warminster	Warminster	MP 20.6		3	2020	1977	50	1
Stations	Platform-Structures	Regional Rail	Warminster	Willow Grove	MP 16.7		3	2016	1972	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Bethayres	MP 15.1		3	2016	1972	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Forest Hills	MP 17.7		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	West Trenton	Langhorne	MP 23.9		4	2020	2011	30	1
Stations	Platform-Structures	Regional Rail	West Trenton	Meadowbrook	MP 13.8		3	2016	1998	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Neshaminy Falls	MP 21.1		3	2016	2005	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Noble	MP 12		3	2016	1961	50	1
Stations	Platform-Structures	Regional Rail	West Trenton	Philmont	MP 16.4		3	2020	2010	30	1
Stations	Platform-Structures	Regional Rail	West Trenton	Rydal	MP 12.8		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	West Trenton	Somerton	MP 18.2		3	2016	2002	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Treose	MP 19.9		3	2020	2008	40	1
Stations	Platform-Structures	Regional Rail	West Trenton	Woodbourne	MP 26.5		3	2020	2002	60	1
Stations	Platform-Structures	Regional Rail	West Trenton	Yardley	MP 30.7		5	2016	2018	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Chester	MP 13.4		3	2016	2003	40	20,400
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Crum Lynne	MP 11.1		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Curtis Park	MP 6.7		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Darby	MP 6.1		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Eddystone	MP 12.3		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Folcroft	MP 7.7		3	2016	1977	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Glenolden	MP 8.3		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Highland Ave	MP 15.4		3	2016	1961	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Marcus Hook	MP 17.1		3	2016	1972	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Norwood	MP 9		3	2016	1967	70	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Prospect Park	MP 9.4		4	2016	1977	50	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Ridley Park	MP 10.3		3	2016	1977	60	1
Stations	Platform-Structures	Regional Rail	Wilmington-Newark	Sharon Hill	MP 7.1		3	2016	1967	65	1
Stations	Platform-Structures	Trolley	101	Anderson Avenue	MP 3.22		4	2014	2009	50	1,400
Stations	Platform-Structures	Trolley	101	Aronimink	MP 2.85		4	2014	2009	50	2,090
Stations	Platform-Structures	Trolley	101	Beatty Road	MP 7.71		4	2014	2009	50	1,960
Stations	Platform-Structures	Trolley	101	Drexelbrook	MP 3.4		4	2014	2009	50	1,400
Stations	Platform-Structures	Trolley	101	Drexline	MP 3.7		4	2014	2009	50	980
Stations	Platform-Structures	Trolley	101	Leamy Avenue	MP 5.3		4	2014	2009	50	1,580
Stations	Platform-Structures	Trolley	101	Paper Mill Road	MP 6.67		4	2014	2009	50	510
Stations	Platform-Structures	Trolley	101	Pine Ridge	MP 7.34		4	2014	2009	50	1,530
Stations	Platform-Structures	Trolley	101	Providence Road - Rte	MP 7.95		4	2014	2009	50	1,600
Stations	Platform-Structures	Trolley	101	Saxer Avenue	MP 5.03		4	2014	2009	50	1,190
Stations	Platform-Structures	Trolley	101	Scenic Road	MP 4.1		4	2014	2009	50	2,190
Stations	Platform-Structures	Trolley	101	School Lane	MP 2.51		4	2014	2009	50	1,500
Stations	Platform-Structures	Trolley	101	Springfield Mall	MP 6.14		3	2014	2009	60	700
Stations	Platform-Structures	Trolley	101	Springfield Road	MP 4.58		4	2014	2009	50	2,100
Stations	Platform-Structures	Trolley	101	Thomson Avenue	MP 5.87		4	2014	2009	50	280
Stations	Platform-Structures	Trolley	101	Woodland Avenue	MP 5.46		4	2014	2009	50	1,600
Stations	Platform-Structures	Trolley	102	Andrews Avenue	MP 4.88		4	2014	2009	50	740
Stations	Platform-Structures	Trolley	102	Baltimore Avenue	MP 3.3		4	2014	2010	50	3,030
Stations	Platform-Structures	Trolley	102	Bartram Avenue	MP 4.64		4	2011	2009	50	1,260
Stations	Platform-Structures	Trolley	102	Clifton-Aldan - Rte 102	MP 3.74		4	2011	2010	50	340
Stations	Platform-Structures	Trolley	102	Creek Road	MP 3.01		4	2014	2010	50	980
Stations	Platform-Structures	Trolley	102	Drexel Manor	MP 2.49		4	2014	2010	50	1,400
Stations	Platform-Structures	Trolley	102	Garrettford	MP 2.36		4	2014	2010	50	1,900
Stations	Platform-Structures	Trolley	102	MacDade Boulevard	MP 4.99		4	2014	2009	50	1,430
Stations	Platform-Structures	Trolley	102	Marshall Road	MP 3.01		4	2014	2010	50	1,890

Stations	Platform-Structures	Trolley	102	North Street	MP 4.41		4	2011	2009	50	1,080
Stations	Platform-Structures	Trolley	102	Penn Street	MP 3.49		4	2014	2010	50	1,120
Stations	Platform-Structures	Trolley	102	Providence Road -Rte 1	MP 4.12		4	2014	2009	50	1,080
Stations	Platform-Structures	Trolley	102	Sharon Hill	MP 5.25		4	2011	2009	50	3,370
Stations	Platform-Structures	Trolley	102	Springfield Road -Rte 1	MP 3.6		4	2014	2010	50	420
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2010	35	4,500
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	25	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2008	25	7,500
Stations	Platform-Structures	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	2008	35	2,743
Stations	Platform-Structures	Trolley	101, 102	69th Street - 101/102	MP 0		3	2014	2015	50	1
Stations	Platform-Structures	Trolley	101, 102	Avon Road	MP 0.64		3	2014	2000	60	2,200
Stations	Platform-Structures	Trolley	101, 102	Beverly Boulevard	MP 0.98		4	2014	2000	50	2,100
Stations	Platform-Structures	Trolley	101, 102	Congress Avenue	MP 1.25		4	2014	2010	50	1,260
Stations	Platform-Structures	Trolley	101, 102	Drexel Hill Junction	MP 2.1		4	2014	2000	50	2,150
Stations	Platform-Structures	Trolley	101, 102	Drexel Park	MP 1.73		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Fairfield Ave	MP 0.25		4	2014	2000	50	2,400
Stations	Platform-Structures	Trolley	101, 102	Hilltop Road	MP 0.85		3	2014	2000	60	1,200
Stations	Platform-Structures	Trolley	101, 102	Huey Avenue	MP 2.37		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Irvington Road	MP 1.84		4	2014	2000	50	1,400
Stations	Platform-Structures	Trolley	101, 102	Lansdowne Avenue	MP 1.45		4	2014	2000	50	1,800
Stations	Platform-Structures	Trolley	101, 102	Walnut St	MP 0.51		4	2014	2000	50	1,200
Stations	Platform-Structures	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	2008	35	2,008
Stations	Platform-Structures	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	2008	25	2,008
Stations	Platform-Structures	Trolley	11, 13, 34, 36	40th	MP 0		3	2019	1997	40	11,000
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	8th and Market	MP 6.93		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Allegheny	MP 3.34		3	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore	MP 4.96		4	2019	1917	120	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Chinatown	MP 6.62		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	City Hall	MP 6.82		2	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal	MP 7.95		4	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Erie	MP 2.82		3	2019	2005	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Fairmount Main	MP 5.79		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Fairmount Spur	MP 5.79		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Girard	MP 5.47		3	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Hunting Park	MP 2.2		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Logan	MP 1.38		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Lombard-South	MP 7.4		3	2019	2000	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	North Philadelphia	MP 3.79		4	2019	2010	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	NRG	MP 10.1		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Olney Transportation C	MP 0.76		4	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Oregon	MP 9.31		3	2019	2007	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Race-Vine	MP 6.47		3	2019	2006	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Snyder	MP 8.78		3	2019	2002	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Spring Garden	MP 6.1		3	2019	2012	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin	MP 4.37		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Tasker-Morris	MP 8.4		3	2019	2001	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Walnut-Locust	MP 7.07		4	2019	2008	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Broad Street Line & Spur	Wyoming	MP 1.75		3	2019	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	11th Street	MP 5.75		3	2019	1922	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	13th Street	MP 5.6		3	2019	2004	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	15th Street	MP 5.3		5	2020	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	2nd Street	MP 6.5		3	2019	1932	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	30th Street	MP 4.3		3	2019	2019	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	34th Street	MP 3.9		3	2019	1932	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	40th Street	MP 3.4		3	2019	2018	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	5th Street	MP 6.25		5	2020	1911	100	1
Stations	Tunnel (Enclosing Station)	Heavy Rail	Market-Frankford	8th Street	MP 6		3	2019	2007	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	13th Street	MP 2.4		3	2019	2007	100	1

Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	15th Street EB	MP 2.2		3	2019	2015	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	15th Street WB	MP 2.2		3	2019	1917	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	19th Street	MP 1.87		2	2019	1988	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	22nd Street	MP 1.6		3	2019	2015	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	30th Street	MP 1.2		4	2019	2003	100	1
Stations	Tunnel (Enclosing Station)	Trolley	10, 11, 13, 34, 36	33rd Street	MP 0.93		3	2019	1955	100	1
Stations	Tunnel (Enclosing Station)	Trolley	11, 13, 34, 36	36th	MP 0.57		3	2019	1955	100	1
Stations	Tunnel (Enclosing Station)	Trolley	11, 13, 34, 36	37th	MP 0.3		3	2019	1955	100	1
Track	Bridge Timber Renewal	Heavy Rail	Norristown High Speed Line		MP 0.15		3	2020	1998	30	1
Track	Bridge Timber Renewal	Heavy Rail	Norristown High Speed Line		MP 12.81		3	2020	2013	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 4.32		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 4.37		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Cynwyd		MP 5.29		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 2.76		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 7.34		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 5.76		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 4.42		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 8.9		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Doylestown		MP 3.92		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Fox Chase		MP 6.68		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 15.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 11.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 20.25		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 4.53		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 17.54		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Main Line		MP 4.5		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 17.77		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 7.48		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Manayunk-Norristown		MP 4.66		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.14		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.75		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 27.45		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.05		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 10.12		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 20.31		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 11.87		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 18.5		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 24.23		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.4		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 4.79		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 25.09		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 23.71		3	2020	1995	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 7.11		3	2020	2016	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 23.74		3	2020	1997	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 14.41		3	2020	2015	30	1
Track	Bridge Timber Renewal	Regional Rail	Media-Elwyn		MP 19.69		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	Warminster		MP 5.74		3	2020	1998	30	1
Track	Bridge Timber Renewal	Regional Rail	West Trenton		MP 23.22		3	2020	1998	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 3.7		3	2020	2010	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 3.77		3	2020	2010	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 6.48		3	2020	1998	30	1
Track	Bridge Timber Renewal	Trolley	101		MP 6.7		3	2020	1987	30	1
Track	Bridge Timber Renewal	Trolley	102		MP 3.06		3	2020	2010	30	1
Track	Crossover	Regional Rail	Chestnut Hill East	Wind	MP 10.50		3	2020	1983	35	4
Track	Crossover	Regional Rail	Doylestown		MP 9.90		3	2020	2006	35	2
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.75		4	2020	1900	40	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.02		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.43		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.02		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.41		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.71		4	2020	1900	100	1

Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.65		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.88		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.84		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.53		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.95		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.17		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.51		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.65		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.28		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.44		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.1		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.57		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.59		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.75		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.75		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 0.91		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 6.6		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.05		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.32		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.95		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.26		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 4.1		3	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 1.6		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 0.81		4	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 2.29		1	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 3.03		5	2020	1900	100	1
Track	Culvert	Heavy Rail	Norristown High Speed Line		MP 5.42		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.89		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.3		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 7.17		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.29		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 7.18		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 5.59		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.98		1	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.89		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.34		3	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.37		5	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.59		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 5.66		4	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 9.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	Airport		MP 4.93		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 7.89		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 5.75		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 8.11		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 5.59		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.89		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 8.26		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.09		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 7.87		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 9.41		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 10.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill East		MP 10.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 1.96		1	2020	1900	30	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.64		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.81		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.13		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.19		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.79		3	2020	1900	100	1

Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.5		5	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 4.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.09		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.55		5	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.5		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.19		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.3		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 3.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 1.92		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.25		3	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 6.32		2	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 5.5		4	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.93		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.12		1	2020	1900	100	1
Track	Culvert	Regional Rail	Chestnut Hill West		MP 2.23		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.13		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.14		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.12		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.62		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 5.72		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.22		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.29		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.64		5	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.28		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.33		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 5.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.84		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.47		3	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 6.14		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.37		4	2020	1900	100	1
Track	Culvert	Regional Rail	Cynwyd		MP 7.03		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.75		5	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 2.34		5	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 8.2		4	2020	1900	30	1
Track	Culvert	Regional Rail	Doylestown		MP 0.61		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.8		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.67		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.23		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.17		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.97		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.94		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.37		3	2020	1900	100	1

Track	Culvert	Regional Rail	Doylestown		MP 9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.65		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.05		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.81		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.03		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.41		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 1.03		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.39		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.72		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.36		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.65		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.68		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.44		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.75		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.9		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.35		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 4.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.86		5	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.38		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 0.72		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 8.12		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.58		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.3		2	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 9.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.13		1	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 2.86		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 3.24		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 5.43		2	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 6.63		4	2020	1900	100	1
Track	Culvert	Regional Rail	Doylestown		MP 7.12		1	2020	1900	100	1
Track	Culvert	Regional Rail	Fox Chase		MP 7.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 10.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 9.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.1		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 3.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 24.16		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 5.6		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 12.92		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 20.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 23.5		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 11		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 16.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 12.15		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 18.15		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 2.79		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 18.91		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 20.77		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 17.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line		MP 22.55		3	2020	1900	100	1

Track	Culvert	Regional Rail	Main Line			MP 16.7		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 13.3		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 13.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 12.48		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 3.03		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 15.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 15.14		5	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 16.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 22.14		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 13.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 22.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 22.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 20.8		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 10.4		2	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 8.98		1	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 8.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 17.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 16.1		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 15.93		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 15.46		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 18.35		3	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 22.64		4	2020	1900	100	1
Track	Culvert	Regional Rail	Main Line			MP 23.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.65		2	2020	1900	40	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.53		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 10.06		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 5.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.34		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 12.89		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.19		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 12.95		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 17.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 8.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 10.27		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 17.56		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.12		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.15		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 10.23		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 12.7		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.17		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 8.61		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 15.49		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.81		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.58		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.85		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 4.5		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 14.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 16.31		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 17.71		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 11		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 5.1		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 11.87		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.54		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 5.08		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 13.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown			MP 9.47		1	2020	1900	100	1

Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.91		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.02		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.98		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.57		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 3.55		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.9		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.36		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.49		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.32		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.24		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.02		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.59		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.45		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.76		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.91		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.5		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 17.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.94		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.22		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.63		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.3		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.39		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.69		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.38		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.63		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.96		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.88		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.41		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 9.75		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 6.13		2	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.03		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.55		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 12.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 11.5		5	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.27		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 16.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.97		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 5.03		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 15.48		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.09		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 10.8		4	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 14.45		1	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 8.74		3	2020	1900	100	1
Track	Culvert	Regional Rail	Manayunk-Norristown		MP 13.69		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 4.22		5	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.76		3	2020	1900	30	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.85		1	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.2		3	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10		3	2020	1900	30	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.21		3	2020	1900	40	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.76		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.25		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.51		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.83		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.83		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.16		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.27		1	2020	1900	100	1

Track	Culvert	Regional Rail	Media-Elwyn		MP 3.18		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.47		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.83		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.97		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.24		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.99		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.99		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.74		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.46		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.62		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 1.54		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.61		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.43		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.68		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.4		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.18		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.16		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 7.81		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 5.9		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.75		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 11.47		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.23		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.71		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.43		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.82		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.24		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.77		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 14.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.73		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.96		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.48		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.78		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.65		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.22		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.84		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 4.4		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.56		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 2.74		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.95		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 11.25		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 3.62		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.97		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 7.55		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10		3	2020	1900	100	1

Track	Culvert	Regional Rail	Media-Elwyn		MP 9.38		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 12.3		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 15.8		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 11.25		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 7.75		1	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.97		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.79		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.45		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 8.75		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 10.79		4	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 6.85		2	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.7		3	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 9.76		5	2020	1900	100	1
Track	Culvert	Regional Rail	Media-Elwyn		MP 13.05		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 3.73		4	2020	1900	40	1
Track	Culvert	Regional Rail	Warminster		MP 1.62		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.89		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 5.82		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.62		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.07		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.15		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.67		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.5		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 2.32		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.13		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 5.91		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.05		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.05		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.51		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.7		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.58		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 3.8		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 5.83		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.91		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.95		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.1		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.12		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.61		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.85		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.3		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.49		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.65		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 5.36		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.52		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.12		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.92		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.97		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.87		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.57		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.25		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.95		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.7		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 2.05		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 5.34		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.91		4	2020	1900	100	1

Track	Culvert	Regional Rail	Warminster		MP 3.32		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.95		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 3.8		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.1		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.65		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.05		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 3.9		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 7.53		1	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 2.79		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.32		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 6.5		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.23		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 2.9		2	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 4.11		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.15		3	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 3.29		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 0.2		5	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 1.12		4	2020	1900	100	1
Track	Culvert	Regional Rail	Warminster		MP 8.11		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 32.72		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.79		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.74		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.75		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 20.98		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.76		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.7		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.95		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.55		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 32.23		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.02		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 19.87		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 28.72		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 12.01		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 11.92		2	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.95		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 20.76		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 22.82		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.85		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 22.16		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.92		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.14		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.18		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 29.57		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 20.31		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.11		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.61		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.86		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 12.05		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 25.6		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 19.92		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.52		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 19.16		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 12.25		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 31.56		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 17.13		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 11.92		5	2020	1900	100	1

Track	Culvert	Regional Rail	West Trenton		MP 28.87		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 29.83		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.94		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.18		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.53		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.38		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 12.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 23.89		1	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 17.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 30.28		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 14.85		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 24.08		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.24		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 23.2		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 16.85		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.52		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 11.35		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 13.41		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 17.76		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 28.97		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 29.08		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.7		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 21.96		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 27.15		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18.24		4	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 32.8		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 18		5	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 15.68		3	2020	1900	100	1
Track	Culvert	Regional Rail	West Trenton		MP 25.38		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.05		3	2020	1900	40	1
Track	Culvert	Trolley	101		MP 4.6		3	2020	1900	30	1
Track	Culvert	Trolley	101		MP 5.88		3	2020	1900	30	1
Track	Culvert	Trolley	101		MP 1.73		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.2		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.14		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.44		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.25		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.95		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.2		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.64		3	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 5.95		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.75		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 5.5		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.25		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.53		5	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 6.35		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.85		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.67		4	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.73		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1

Track	Culvert	Trolley	101		MP 5.38		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.3		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.24		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.3		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.9		1	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 2.37		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 3.42		3	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 4.58		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.85		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 1.84		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 5.84		3	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.25		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.28		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 4.05		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 2.7		2	2020	1900	100	1
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Track	Culvert	Trolley	101		MP 4.24		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 0.5		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 6.26		4	2020	1900	100	1
Track	Culvert	Trolley	101		MP 3.2		4	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 4.97		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.68		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.88		5	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.42		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.29		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.99		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.44		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.8		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.41		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.35		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.99		3	2020	1900	100	1

Track	Culvert	Trolley	102		MP 4.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.4		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.46		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.59		5	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 4.55		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.29		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.94		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.43		4	2020	1900	100	1
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Track	Culvert	Trolley	102		MP 3.17		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.3		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.97		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.9		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.8		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.6		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.59		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.49		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.9		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.19		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.19		5	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.68		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.41		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.35		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.41		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.78		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 5.02		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.2		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.4		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.49		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.5		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 3.46		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.1		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.88		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.64		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.79		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.89		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 4.54		3	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.94		2	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.49		4	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.79		1	2020	1900	100	1
Track	Culvert	Trolley	102		MP 2.94		4	2020	1900	100	1
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	35	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	35	83
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	50	195
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2006	50	128
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	25	60
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2004	50	330
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	35	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2004	35	337
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2002	50	94
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2003	25	93
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1			3	2020	2003	50	410

Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 1		3	2020	2003	25	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2005	50	349
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2005	50	273
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 2		3	2020	2006	40	323
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2005	25	400
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2005	50	291
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 3		3	2020	2007	35	180
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2019	50	371
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2019	50	248
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2005	35	287
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2002	25	105
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2002	35	98
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	50	90
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	25	96
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2003	40	353
Track	Curved Rail	Heavy Rail	Broad Street Line & Spur	Curved Rail - TRK_NO 4		3	2020	2010	25	232
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (1)		3	2020	1990	50	192
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (1)		3	2020	1990	40	164
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (2)		3	2020	1990	25	183
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (3)		3	2020	2009	35	640
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (5)		3	2020	2008	25	74
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6)		3	2020	2014	25	162
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6)		3	2020	2014	50	50
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6)		3	2020	2014	35	63
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (6)		3	2020	2014	50	190
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (7)		3	2020	1990	30	235
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 1 (8)		3	2020	1990	35	95
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1)		3	2020	1994	35	97
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1)		3	2020	1994	35	105
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (1)		3	2020	1994	25	144
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (2)		3	2020	1990	35	155
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (3)		3	2020	2009	35	685
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (5)		3	2020	2005	25	77
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6)		3	2020	2005	25	164
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6)		3	2020	2005	40	53
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (6)		3	2020	2005	35	256
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (7)		3	2020	1993	25	293
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 2 (8)		3	2020	1994	25	97
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	127
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	127
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	120
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	103
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	50	612
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	25	27
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	40
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	35	78
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	35	316
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	65
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2013	35	252
Track	Curved Rail	Heavy Rail	Market-Frankford	Curved Rail - Track 69t		3	2020	2005	50	55
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 7.27		3	2020	1983	15	490
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 13.2		3	2020	2013	15	110
Track	Curved Rail	Heavy Rail	Norristown High Speed Line	MP 7.27		3	2020	1983	15	425
Track	Curved Rail	Regional Rail	Airport	MP 9		3	2020	1983	15	742
Track	Curved Rail	Regional Rail	Airport	MP 4		3	2020	2002	15	900
Track	Curved Rail	Regional Rail	Airport	MP 4		3	2020	2006	15	914
Track	Curved Rail	Regional Rail	Airport	MP 3		3	2020	2006	15	1,019
Track	Curved Rail	Regional Rail	Airport	MP 9		3	2020	1983	15	698
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 5		3	2020	1983	15	1,020
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 6		3	2020	2017	15	1,223
Track	Curved Rail	Regional Rail	Chestnut Hill East	MP 10		3	2020	1983	15	277

Track	Curved Rail	Regional Rail	Chestnut Hill East		MP 6		3	2020	2017	15	1,208
Track	Curved Rail	Regional Rail	Chestnut Hill East		MP 10		3	2020	1983	15	233
Track	Curved Rail	Regional Rail	Chestnut Hill East		MP 0		3	2020	1989	15	888
Track	Curved Rail	Regional Rail	Chestnut Hill West		MP 0		3	2020	1989	15	847
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	142
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	968
Track	Curved Rail	Regional Rail	Cynwyd		MP 4		3	2020	2003	15	503
Track	Curved Rail	Regional Rail	Doylestown		MP 0		3	2020	1985	15	517
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	907
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	90
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	135
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	810
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	98
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	142
Track	Curved Rail	Regional Rail	Main Line		MP -1		3	2020	1987	15	675
Track	Curved Rail	Regional Rail	Main Line		MP -0.95		3	2020	1987	15	645
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	113
Track	Curved Rail	Regional Rail	Main Line		MP -0.85		3	2020	1987	15	105
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	855
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	172
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	158
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2012	15	98
Track	Curved Rail	Regional Rail	Main Line		MP -1.2		3	2020	1987	15	840
Track	Curved Rail	Regional Rail	Main Line		MP -1.2		3	2020	1987	15	817
Track	Curved Rail	Regional Rail	Main Line		MP -0.21		3	2020	1987	15	113
Track	Curved Rail	Regional Rail	Main Line		MP -0.21		3	2020	1991	15	97
Track	Curved Rail	Regional Rail	Main Line		MP 0		3	2020	2013	15	862
Track	Curved Rail	Regional Rail	Manayunk-Norristown		MP 17		3	2020	2013	15	968
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 1		3	2020	1987	15	825
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 0		3	2020	1982	15	128
Track	Curved Rail	Regional Rail	Media-Elwyn		MP 1		3	2020	1987	15	975
Track	Curved Rail	Regional Rail	Warminster		MP 8		3	2020	1973	15	74
Track	Curved Rail	Regional Rail	Warminster		MP 4		3	2020	1988	15	83
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2019	15	1
Track	Curved Rail	Trolley	10	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2019	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	1985	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	1985	15	1
Track	Curved Rail	Trolley	10	Curved Rail - WB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2004	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - EB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2018	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2004	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2014	15	1
Track	Curved Rail	Trolley	11	Curved Rail - WB Trk.at			3	2020	2017	15	1
Track	Curved Rail	Trolley	13	Curved Rail - Trk.at M			3	2020	1976	15	1

[illegible]

Track	Curved Rail	Trolley	101	Curved Rail - W-end T-		3	2020	1987	15	97
Track	Curved Rail	Trolley	102	Curved Rail - EB - Curve		3	2020	2018	15	216
Track	Curved Rail	Trolley	102	Curved Rail - EB - Curve		3	2020	2018	15	518
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	1983	15	385
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	1983	15	263
Track	Curved Rail	Trolley	102	Curved Rail - EB - Stree		3	2020	2009	15	310
Track	Curved Rail	Trolley	102	Curved Rail - E-end T-o		3	2020	2010	15	73
Track	Curved Rail	Trolley	102	Curved Rail - WB - Curv		3	2020	2018	15	189
Track	Curved Rail	Trolley	102	Curved Rail - WB - Curv		3	2020	2018	15	528
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	1983	15	376
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	1983	15	287
Track	Curved Rail	Trolley	102	Curved Rail - WB - Stre		3	2020	2009	15	339
Track	Curved Rail	Trolley	102	Curved Rail - W-end T-		3	2020	1983	15	73
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2008	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	1992	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2009	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - EB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2018	15	1
Track	Curved Rail	Trolley	10, 11, 13, 34, 36	Curved Rail - WB Trk.at		3	2020	2011	15	1
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - E. of		3	2020	2010	15	317
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - W. of		3	2020	2010	15	266
Track	Curved Rail	Trolley	101, 102	Curved Rail - EB - W. of		3	2020	1985	15	309
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - E. of		3	2020	2010	15	334
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - W. of		3	2020	2010	15	246
Track	Curved Rail	Trolley	101, 102	Curved Rail - WB - W. of		3	2020	1985	15	309
Track	Curved Rail	Trolley	Diversion	Curved Rail - EB Trk.at		3	2020	1955	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - EB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	2017	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1960	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - NB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - SB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - WB Trk.at		3	2020	1970	15	1
Track	Curved Rail	Trolley	Diversion	Curved Rail - WB Trk.at		3	2020	1986	15	1
Track	Derail	Regional Rail	Paoli-Thorndale		MP 4.2	3	2020	2013	35	20
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.27	4	2020	1997	19	60
Track	Grade Crossing	Regional Rail	Doylestown		MP 9	4	2020	2018	19	115
Track	Grade Crossing	Regional Rail	Doylestown		MP 7.7	4	2020	2013	19	32
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.72	5	2020	2003	19	56
Track	Grade Crossing	Regional Rail	Doylestown		MP 1.45	4	2020	2006	19	32
Track	Grade Crossing	Regional Rail	Doylestown		MP 3.25	4	2020	2010	19	31
Track	Grade Crossing	Regional Rail	Doylestown		MP 3.8	4	2020	2010	19	24
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.6	4	2020	2017	19	56
Track	Grade Crossing	Regional Rail	Doylestown		MP 1.2	4	2020	2018	19	190
Track	Grade Crossing	Regional Rail	Doylestown		MP 7.1	4	2020	2011	19	31
Track	Grade Crossing	Regional Rail	Doylestown		MP 6.65	4	2020	2018	19	26
Track	Grade Crossing	Regional Rail	Doylestown		MP 6.1	3	2020	2011	19	127
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.1	4	2020	2007	19	484
Track	Grade Crossing	Regional Rail	Doylestown		MP 0.4	4	2020	2017	19	92

Track	Grade Crossing	Regional Rail	Doylestown		MP 7.85	Shady Retreat Road	4	2020	2013	19	25
Track	Grade Crossing	Regional Rail	Doylestown		MP 2.35	Bethlehem Pike - Route 309	4	2020	1998	19	58
Track	Grade Crossing	Regional Rail	Fox Chase		MP 11.2	Rhawn Street	5	2020	2020	25	108
Track	Grade Crossing	Regional Rail	Fox Chase		MP 10.75	Oxford Avenue	4	2020	2012	19	215
Track	Grade Crossing	Regional Rail	Main Line		MP 22.15	Second Street	4	2020	2018	19	63
Track	Grade Crossing	Regional Rail	Main Line		MP 22.3	Walnut Street	4	2020	2018	19	112
Track	Grade Crossing	Regional Rail	Main Line		MP 23.4	Church Road	4	2020	2001	19	74
Track	Grade Crossing	Regional Rail	Main Line		MP 22.2	Third Street	4	2020	2018	19	34
Track	Grade Crossing	Regional Rail	Main Line		MP 16.7	Church Street	4	2020	2007	19	48
Track	Grade Crossing	Regional Rail	Main Line		MP 22.1	Main Street	4	2020	2018	19	92
Track	Grade Crossing	Regional Rail	Main Line		MP 17.25	Butler Pike	5	2020	2019	19	68
Track	Grade Crossing	Regional Rail	Main Line		MP 1.7	Weaver's Crossing	5	2020	2018	19	86
Track	Grade Crossing	Regional Rail	Main Line		MP 11.3	Rices Road	4	2020	2017	19	136
Track	Grade Crossing	Regional Rail	Main Line		MP 11	Private Crossing - PECO	4	2020	2005	19	40
Track	Grade Crossing	Regional Rail	Main Line		MP 23.7	Hancock Street	4	2020	2007	19	100
Track	Grade Crossing	Regional Rail	Main Line		MP 24.2	Broad Street	4	2020	1999	19	188
Track	Grade Crossing	Regional Rail	Main Line		MP 22.4	Beaver Street	4	2020	1998	19	78
Track	Grade Crossing	Regional Rail	Main Line		MP 17.8	Mount Pleasant Avenue	5	2020	2019	19	64
Track	Grade Crossing	Regional Rail	Main Line		MP 20	Gwynned Pike	4	2020	2004	19	64
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.4	Harry Street	4	2020	2014	19	74
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.6	Washington Street	4	2020	2014	19	88
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.35	End Street	4	2020	2014	19	50
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.15	Poplar Street	3	2020	2014	19	66
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 9.4	Shawmont Avenue	4	2020	2013	19	54
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.25	Spring Mill Road	4	2020	2014	19	60
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 9.7	Port Royal Avenue	4	2020	2013	19	86
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.75	Main Street	2	2020	2011	19	111
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 13.3	Ash Street	4	2020	2014	19	70
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 10.4	River Road	3	2020	2013	19	150
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.25	Indian Queen Lane	3	2020	2013	19	116
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.1	Scott's Lane	4	2020	2013	19	86
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 17.9	Marshall Street	4	2020	2002	19	59
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 16.6	Ford Street	3	2020	2014	19	153
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 12.95	Cherry Street	4	2020	2014	19	56
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 5.9	School House Lane	4	2020	2004	19	72
Track	Grade Crossing	Regional Rail	Manayunk-Norristown		MP 8.35	Glen Willow Road - Junkyard	3	2020	2014	19	50
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 9.75	Amosland Road	4	2020	2010	19	56
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 6	Union Avenue	4	2020	2010	19	48
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.75	Bishop Avenue	4	2020	2000	19	52
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 10.15	Blue Church Road	4	2020	2004	19	76
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.95	Providence Road	4	2020	2003	19	54
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 12.2	Turner Road	4	2020	2006	19	70
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 10.8	Swarthmore Avenue	4	2020	2010	19	50
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 9.95	Woodland Avenue	4	2020	1998	19	216
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 6.2	Wycombe Avenue	4	2020	1994	19	38
Track	Grade Crossing	Regional Rail	Media-Elwyn		MP 8.2	Oak Avenue	4	2020	1998	19	48
Track	Grade Crossing	Regional Rail	Warminster		MP 8.3	Street Road	4	2020	1987	25	52
Track	Grade Crossing	Regional Rail	Warminster		MP 6.4	Byberry Road	5	2020	2006	19	74
Track	Grade Crossing	Regional Rail	Warminster		MP 7.05	Meadowbrook Avenue	5	2020	2019	19	40
Track	Grade Crossing	Regional Rail	Warminster		MP 4	Davisville Road	4	2020	2006	19	60
Track	Grade Crossing	Regional Rail	Warminster		MP 4.05	Old York Road	4	2020	2006	19	55
Track	Grade Crossing	Regional Rail	Warminster		MP 6.65	Montgomery Avenue	5	2020	2018	19	40
Track	Grade Crossing	Regional Rail	Warminster		MP 6	Fulmor Avenue	4	2020	2006	19	20
Track	Grade Crossing	Regional Rail	Warminster		MP 1.9	Bradfield Road	4	2020	2012	19	110
Track	Grade Crossing	Regional Rail	Warminster		MP 0.9	Jenkintown Road	4	2020	2000	19	90
Track	Grade Crossing	Regional Rail	Warminster		MP 7.25	County Line Road	4	2020	2012	19	50
Track	Grade Crossing	Regional Rail	Warminster		MP 4.7	Private Crossing	5	2020	2016	19	15
Track	Grade Crossing	Regional Rail	Warminster		MP 0.2	Mount Carmel Avenue	4	2020	2018	19	90
Track	Grade Crossing	Regional Rail	Warminster		MP 2.1	Easton and Susquehanna Road	4	2020	2009	19	113
Track	Grade Crossing	Regional Rail	Warminster		MP 3.8	Moreland Road	4	2020	2005	19	50
Track	Grade Crossing	Regional Rail	Warminster		MP 6.55	Moreland Avenue	4	2020	2018	19	41

Track	Grade Crossing	Regional Rail	Warminster		MP 5.8	Warminster Road	4	2020	2006	19	109
Track	Grade Crossing	Regional Rail	West Trenton		MP 28.7	Stony Road	5	2020	2016	19	49
Track	Grade Crossing	Regional Rail	West Trenton		MP 23.9	Bellevue Avenue	4	2020	2009	19	114
Track	Grade Crossing	Regional Rail	West Trenton		MP 27.5	Township Line Road	5	2020	2016	19	81
Track	Grade Crossing	Regional Rail	West Trenton		MP 15.75	Red Lion Road	5	2020	2020	19	60
Track	Grade Crossing	Regional Rail	West Trenton		MP 29.7	Edgewood Road	5	2020	2016	19	98
Track	Grade Crossing	Regional Rail	West Trenton		MP 12.6	Rydal Road	4	2020	2009	19	156
Track	Grade Crossing	Regional Rail	West Trenton		MP 16.55	Tomlinson Road	5	2020	2020	19	72
Track	Grade Crossing	Regional Rail	West Trenton		MP 26.5	Woodbourne Road	4	2020	2009	19	81
Track	Grade Crossing	Regional Rail	West Trenton		MP 28.2	Heacock Road	5	2020	2016	19	106
Track	Grade Crossing	Regional Rail	West Trenton		MP 17.65	Byberry Road	4	2020	2006	19	82
Track	Grade Crossing	Regional Rail	West Trenton		MP 16.35	Pine Road	4	2020	2009	19	180
Track	Grade Crossing	Trolley	101		MP 2.98	Saxer Avenue	4	2020	2007	19	132
Track	Grade Crossing	Trolley	101		MP 3.78	Thompson Avenue	4	2020	2002	19	63
Track	Grade Crossing	Trolley	101		MP 2.04	Scenic Road	4	2020	2017	19	86
Track	Grade Crossing	Trolley	101		MP 0.42	School Lane	4	2020	2017	19	94
Track	Grade Crossing	Trolley	101		MP 4.6	Paper Mill Road	4	2020	2017	19	30
Track	Grade Crossing	Trolley	101		MP 5.24	Pine Ridge Road	4	2020	2009	19	70
Track	Grade Crossing	Trolley	101		MP 1.33	Wildell Avenue	4	2020	2015	19	114
Track	Grade Crossing	Trolley	101		MP 5.64	Beatty Road	4	2020	2002	19	72
Track	Grade Crossing	Trolley	101		MP 0.11	Turner Avenue	4	2020	2015	19	102
Track	Grade Crossing	Trolley	101		MP 2.52	Springfield Road	4	2020	2004	19	120
Track	Grade Crossing	Trolley	101		MP 5.7	Providence Road	4	2020	1985	19	49
Track	Grade Crossing	Trolley	101		MP 0.79	Burmout Road	4	2020	2009	19	140
Track	Grade Crossing	Trolley	101		MP 0.36	Edmonds Avenue	4	2020	2000	19	240
Track	Grade Crossing	Trolley	101		MP 0.16	Rosemont Avenue	4	2020	1975	19	108
Track	Grade Crossing	Trolley	101		MP 0.28	Huey Avenue	4	2020	1999	19	110
Track	Grade Crossing	Trolley	101		MP 3.41	Woodland Avenue	4	2020	2007	19	106
Track	Grade Crossing	Trolley	101		MP 3.23	Leamy Avenue	4	2020	2004	19	90
Track	Grade Crossing	Trolley	102		MP 2.2	Turner Avenue	4	2020	2015	19	88
Track	Grade Crossing	Trolley	102		MP 3.56	Berkley Avenue	4	2020	2009	19	120
Track	Grade Crossing	Trolley	102		MP 4.51	Broad Street	4	2020	2007	19	50
Track	Grade Crossing	Trolley	102		MP 4.56	Walnut Street	4	2020	2007	19	41
Track	Grade Crossing	Trolley	102		MP 4.91	Andrews Avenue	4	2020	2009	19	47
Track	Grade Crossing	Trolley	102		MP 4.46	Spruce Street	4	2020	2004	19	44
Track	Grade Crossing	Trolley	102		MP 5.02	McDade Boulevard	4	2020	2007	19	64
Track	Grade Crossing	Trolley	102		MP 2.38	Edmonds Avenue	4	2020	2013	19	166
Track	Grade Crossing	Trolley	102		MP 2.31	Garrett Road	4	2020	2002	19	146
Track	Grade Crossing	Trolley	102		MP 3.34	Baltimore Pike	4	2020	2018	19	98
Track	Grade Crossing	Trolley	102		MP 2.45	Burmout Road	4	2020	2019	19	104
Track	Grade Crossing	Trolley	102		MP 3.52	Penn Street	4	2020	2014	19	94
Track	Grade Crossing	Trolley	102		MP 4.67	Bartram Avenue	4	2020	2001	19	51
Track	Grade Crossing	Trolley	102		MP 3.47	Broadway Avenue	4	2020	2014	19	126
Track	Grade Crossing	Trolley	102		MP 2.67	Marshall Road	4	2020	2020	19	104
Track	Grade Crossing	Trolley	102		MP 4.61	Chestnut Street	4	2020	2002	19	46
Track	Grade Crossing	Trolley	101, 102		MP 0.13	West Chester Pike WB	4	2020	2005	19	234
Track	Grade Crossing	Trolley	101, 102		MP 1.73	Fairfax Road	4	2020	2001	19	80
Track	Grade Crossing	Trolley	101, 102		MP 0.25	Fairfield Avenue	4	2020	2015	19	134
Track	Grade Crossing	Trolley	101, 102		MP 0.87	Hilltop Avenue	4	2020	1992	19	102
Track	Grade Crossing	Trolley	101, 102		MP 0.15	West Chester Pike EB	5	2020	2019	19	132
Track	Grade Crossing	Trolley	101, 102		MP 1.59	Windemere Avenue	4	2020	1999	19	88
Track	Grade Crossing	Trolley	101, 102		MP 0.63	Avon Road	4	2020	2000	19	92
Track	Grade Crossing	Trolley	101, 102		MP 1.87	Irvington Road	4	2020	1999	19	78
Track	Grade Crossing	Trolley	101, 102		MP 2.1	Shadeland Avenue	4	2020	2015	19	184
Track	Grade Crossing	Trolley	101, 102		MP 0.11	Bywood Avenue	4	2020	1995	19	240
Track	Grade Crossing	Trolley	101, 102		MP 0.98	Beverly Boulevard	4	2020	2000	19	128
Track	Grade Crossing	Trolley	101, 102		MP 0.09	Brief Avenue	4	2020	1994	19	104
Track	Grade Crossing	Trolley	101, 102		MP 1.45	Landsdowne Avenue	4	2020	2003	19	168
Track	Grade Crossing	Trolley	101, 102		MP 0.47	Walnut Street	5	2020	2018	19	126
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-6-13 0:0:0		3	2020	1982	35	10
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-1-10 0:0:0		3	2020	1954	35	1

Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1937-5-1 0:0:0		3	2020	1957	35	10
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-5-19 0:0:0		3	2020	1985	35	4
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-6-20 0:0:0		3	2020	1957	35	4
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1945-1-1 0:0:0		3	2020	2001	35	12
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1934-5-1 0:0:0		3	2020	1971	35	6
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 2021-4-15 0:0:0		3	2020	1984	35	2
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1955-1-1 0:0:0		3	2020	1989	35	15
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1938-9-1 0:0:0		3	2020	1926	35	6
Track	Interlocking	Heavy Rail	Broad Street Line & Spur		MP 1960-8-1 0:0:0		3	2020	1957	35	6
Track	Interlocking	Heavy Rail	Market-Frankford		MP 2021-5-31 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2007	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	1990	35	10
Track	Interlocking	Heavy Rail	Market-Frankford		MP 351		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 475		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2005	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 173		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 253		3	2020	1987	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 620		3	2020	2003	35	6
Track	Interlocking	Heavy Rail	Market-Frankford		MP 1939-5-1 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford		MP 2021-6-15 0:0:0		3	2020	2001	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	2008	35	4
Track	Interlocking	Heavy Rail	Market-Frankford				3	2020	1978	35	6
Track	Interlocking	Regional Rail	Fox Chase		MP 9.02		3	2020	2004	35	1
Track	Interlocking	Regional Rail	Fox Chase		MP 11.0		3	2020	2002	35	1
Track	Interlocking	Regional Rail	Fox Chase		MP 9.60		3	2020	2000	35	1
Track	Interlocking	Regional Rail	Main Line		MP 6.20		3	2020	2017	35	8
Track	Interlocking	Regional Rail	Main Line		MP 12.1		3	2020	2006	35	6
Track	Interlocking	Regional Rail	Main Line		MP 10.6		3	2020	2005	35	4
Track	Interlocking	Regional Rail	Main Line		MP 19.0		3	2020	2017	35	4
Track	Interlocking	Regional Rail	Main Line		MP 4.50		3	2020	2017	35	8
Track	Interlocking	Regional Rail	Main Line		MP 5.10		3	2020	2017	35	26
Track	Interlocking	Regional Rail	Main Line		MP -1.1		3	2020	2017	35	9
Track	Interlocking	Regional Rail	Main Line		MP 0.80		3	2020	1980	35	12
Track	Interlocking	Regional Rail	Main Line		MP 11.8		3	2020	2006	35	2
Track	Interlocking	Regional Rail	Main Line		MP 10.8		3	2020	2005	35	5
Track	Interlocking	Regional Rail	Main Line		MP 3.50		3	2020	2017	35	24
Track	Interlocking	Regional Rail	Main Line		MP -0.8		3	2020	2018	35	15
Track	Interlocking	Regional Rail	Main Line		MP 7.10		3	2020	2005	35	5
Track	Interlocking	Regional Rail	Main Line		MP 0.20		3	2020	1980	35	4
Track	Interlocking	Regional Rail	Main Line		MP -0.6		3	2020	1974	35	14
Track	Interlocking	Regional Rail	Main Line		MP 24.2		3	2020	2006	35	9
Track	Interlocking	Regional Rail	Main Line		MP -0.4		3	2020	2018	35	15
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.9		3	2020	1997	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 16.8		3	2020	2013	35	5
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 10.6		3	2020	2013	35	6
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.3		3	2020	2014	35	2
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 17.6		3	2020	2014	35	1
Track	Interlocking	Regional Rail	Media-Elwyn		MP 1.40		3	2020	1987	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 2.30		3	2020	2017	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 15.3		3	2020	1994	35	1
Track	Interlocking	Regional Rail	Media-Elwyn		MP 9.10		3	2020	1974	35	4
Track	Interlocking	Regional Rail	Media-Elwyn		MP 1.10		3	2020	2018	35	2
Track	Interlocking	Regional Rail	Media-Elwyn		MP 14.0		3	2020	1994	35	6
Track	Interlocking	Regional Rail	Paoli-Thorndale		MP -1.9		3	2020	2007	35	14
Track	Interlocking	Regional Rail	Paoli-Thorndale		MP -4.2		3	2020	1992	35	2
Track	Interlocking	Regional Rail	Warminster		MP 4.90		3	2020	1988	35	1
Track	Interlocking	Regional Rail	Warminster		MP 7.95		3	2020	2006	35	2
Track	Interlocking	Regional Rail	Warminster		MP 7.9		3	2020	2009	35	1
Track	Interlocking	Regional Rail	Warminster		MP 8.10		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Warminster		MP 7.90		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Warminster		MP 4.20		3	2020	2003	35	1

Track	Interlocking	Regional Rail	West Trenton		MP 21.2		3	2020	1986	35	4
Track	Interlocking	Trolley	101		MP 1.94		3	2020	2010	35	4
Track	Interlocking	Trolley	101		MP 3.33		3	2020	2010	35	2
Track	Interlocking	Trolley	101		MP 4.90		3	2020	1987	35	1
Track	Interlocking	Trolley	101		MP 5.80		3	2020	2009	35	2
Track	Interlocking	Trolley	102		MP 3.38		3	2020	2018	35	2
Track	Interlocking	Trolley	102		MP 4.41		3	2020	2010	35	2
Track	Interlocking	Trolley	10, 11, 13, 34, 36				3	2020	1966	35	1
Track	Interlocking	Trolley	10, 11, 13, 34, 36		MP 1933-1-1 0:0:0		3	2020	1987	35	2
Track	Interlocking	Trolley	101, 102		MP 0.25		3	2020	1995	35	4
Track	Interlocking	Trolley	101, 102		MP 2.00		3	2020	2010	35	3
Track	Interlocking	Trolley	101, 102		MP 1.33		3	2020	2019	35	2
Track	Interlocking	Trolley	101, 102		MP 2.09		3	2020	2010	35	5
Track	Interlocking	Regional Rail	Main Line		MP 13.8		3	2020	1982	35	1
Track	Interlocking	Regional Rail	Main Line		MP 2.80		3	2020	1991	35	1
Track	Interlocking	Regional Rail	Main Line		MP 17.1		3	2020	2006	35	1
Track	Interlocking	Regional Rail	Main Line		MP 6.90		3	2020	1980	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 6.30		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 13.7		3	2020	2005	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 3.50		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 12.7		3	2020	1992	35	1
Track	Interlocking	Regional Rail	Main Line		MP 5.3		3	2020	2004	35	23
Track	Interlocking	Regional Rail	Main Line		MP 4.6		3	2020	1983	35	34
Track	Interlocking	Regional Rail	Main Line		MP 17.2		3	2020	1985	35	1
Track	Interlocking	Regional Rail	Main Line		MP 10.8		3	2020	1915	35	1
Track	Interlocking	Regional Rail	Main Line		MP 4.9		3	2020	1989	35	2
Track	Interlocking	Regional Rail	Main Line		MP 2.8		3	2020	1991	35	3
Track	Interlocking	Regional Rail	Main Line		MP 12.05		3	2020	2006	35	3
Track	Interlocking	Regional Rail	Main Line		MP 1.15		3	2020	2007	35	26
Track	Interlocking	Regional Rail	Manayunk-Norristown		MP 18.00		3	2020	2003	35	1
Track	Interlocking	Regional Rail	West Trenton		MP 26.9		3	2020	2015	40	6
Track	Interlocking	Regional Rail	West Trenton		MP 32.6		3	2020	2015	40	1
Track	Interlocking	Regional Rail	West Trenton		MP 30.6		3	2020	2015	30	1
Track	Maintenance	Heavy Rail	Norristown High Speed Line	Brush					2007	27	68,640
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Bru	MP 3.5				2000	27	31,152
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - Br	MP 5				2001	27	30,624
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Bru	MP 0				2007	27	34,848
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.9 - Bru	MP 4				2003	27	15,321
Track	Maintenance	Regional Rail	Doylestown	MP 0.0 to MP 10.0 - Br	MP 0				2006	27	52,800
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - Br	MP 6				2002	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 1 to MP 12 - Brush	MP 1				2008	27	58,080
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - B	MP 1.75				2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 1.78 to MP .19 - Br	MP 1.78				1995	27	33,158
Track	Maintenance	Regional Rail	Main Line	MP 12 to MP 25 - Brus	MP 12				2005	27	68,640
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - B	MP 3.61				1995	27	8,448
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 17.3				1999	27	4,382
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5				2005	27	72,864
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.79 to MP 15.39 -	MP 0.79				2004	27	148,896
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Bru	MP 0				2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP MP 21.	MP 10.5				2006	27	57,657
Track	Maintenance	Regional Rail	West Trenton	MP 21.42 to MP 25.5 -	MP 21.42				2004	27	21,595
Track	Maintenance	Regional Rail	West Trenton	MP 21.42 to MP 26.5 -	MP 21.42				1997	27	26,822
Track	Maintenance	Regional Rail	West Trenton	MP 26.5 to MP 33 - Bru	MP 26.5				2008	27	34,320
Track	Maintenance	Trolley	102	Brush					2001	27	17,160
Track	Maintenance	Trolley	101, 102	Brush					2001	27	45,197
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	MP 2.0 to MP 11.0 - Su	MP 2				1946	27	206,180
Track	Maintenance	Heavy Rail	Market-Frankford	MP 0.0 to MP 13.5 - Su	MP 0				1959	27	146,045
Track	Maintenance	Heavy Rail	Norristown High Speed Line	11.3 to MP 12.0 - Surfa	MP 11.3				2001	27	3,696
Track	Maintenance	Heavy Rail	Norristown High Speed Line	11.37 to MP 12.7 - Surf	MP 11.37				2001	27	7,022
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 0.0 to MP 5.3 - Sur	MP 0				2005	27	55,968
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.0 to MP 12.7 - S	MP 12				2000	27	3,696

Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.7 to MP 13.0 - S	MP 12.7				2012	27	3,168
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to 7.79 - Surfac	MP 5.3				2002	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to 7.79 - Surfac	MP 5.3				2003	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.3 - S	MP 7.79				2002	27	18,533
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.37 - MP	MP 7.79				2003	27	18,902
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 4.2 - Sur	MP 3.5				2012	27	3,696
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Sur	MP 3.5				2012	27	57,552
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - Su	MP 5				2011	27	61,248
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Sur	MP 0				2012	27	69,696
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.22 - Su	MP 4				2003	27	14,467
Track	Maintenance	Regional Rail	Doylstown	MP 0.0 to MP 10.0 - Su	MP 0				2006	27	54,859
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - Su	MP 6				2002	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 0.46 - S	MP 0.19				1996	27	5,702
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2002	27	13,622
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2003	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - S	MP 0.46				2005	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 1.0 to MP 3.2 - Sur	MP 1				2005	27	46,464
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - S	MP 1.75				2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 12.0 to MP 25 - Sur	MP 12				2007	27	137,280
Track	Maintenance	Regional Rail	Main Line	MP 3.2 to MP 4.3 - Sur	MP 3.2				2007	27	23,232
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - S	MP 3.61				2007	27	8,448
Track	Maintenance	Regional Rail	Main Line	MP 4.3 to MP 5.51 - Su	MP 4.3				1993	27	21,859
Track	Maintenance	Regional Rail	Main Line	MP 5.51 to MP 12.0 - S	MP 5.51				2008	27	68,534
Track	Maintenance	Regional Rail	Main Line	MP 6.52 to MP 7.5 - Su	MP 6.52				1991	27	3,854
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5				2013	27	40,550
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 7.5				2013	27	107,923
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 7.34				2013	27	1,690
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.5 to MP 9.1 - Sur	MP 0.5				2003	27	90,288
Track	Maintenance	Regional Rail	Media-Elwyn	MP 9.0 to MP 16.02 - S	MP 9				2004	27	70,277
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Sur	MP 0				2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 21.4 - S	MP 10.5				2002	27	57,552
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 25.01 - MP	MP 10.5				1997	27	76,613
Track	Maintenance	Regional Rail	West Trenton	MP 21.4 to MP 26.5 - S	MP 21.4				1991	27	26,928
Track	Maintenance	Trolley	102	2.1 to 3.6 - Surfacing	MP 2.1				2006	27	15,840
Track	Maintenance	Trolley	102	3.6 to 4.4 - Surfacing	MP 3.6				2015	27	8,448
Track	Maintenance	Trolley	102	4.4 to 5.25 - Surfacing	MP 4.4				2009	27	4,488
Track	Maintenance	Trolley	101, 102	MP 0.0 to 2.87 - Surfac	MP 0				2008	27	15,154
Track	Maintenance	Trolley	101, 102	MP 0.0 to MP 1.32 - Su	MP 0				2008	27	6,970
Track	Maintenance	Trolley	101, 102	MP 1.32 to 2.87 - Surfa	MP 1.32				2015	27	8,184
Track	Maintenance	Trolley	101, 102	MP 2.87 to MP 3.4 - Su	MP 2.87				2009	27	2,798
Track	Maintenance	Trolley	101, 102	MP 2.87 to MP 5.46 - S	MP 2.87				2009	27	13,675
Track	Maintenance	Trolley	101, 102	MP 3.4 to MP 3.7 - Sur	MP 3.4				2015	27	1,584
Track	Maintenance	Trolley	101, 102	MP 3.7 to MP 5.46 - Su	MP 3.7				2009	27	9,293
Track	Maintenance	Trolley	101, 102	MP 5.46 to MP 6.13 - S	MP 5.46				2015	27	3,538
Track	Maintenance	Trolley	101, 102	MP 6.13 to MP 6.67 - S	MP 6.13				1991	27	2,851
Track	Maintenance	Trolley	101, 102	MP 6.99 to MP 7.96 - S	MP 6.99				2008	27	5,122
Track	Maintenance	Trolley	101, 102	MP 6.99 to MP 7.96 - S	MP 6.99				2008	27	5,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1928	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1928	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1959	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Allegheny to North Phi					1959	50	2,386
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1959	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1928	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1928	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Cecil B. Moore to Girar					1959	50	2,674
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Chinatown to 8th & M					1932	50	1,494
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	City Hall to Walnut-Loc					1930	50	1,352
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal to Te					1938	50	2,366

Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Ellsworth-Federal to T				1938	50	2,366
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties				1959	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties				1928	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties				1928	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Allegheny - Ties				1959	50	2,734
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie				1928	50	3,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie				1959	50	1,584
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie				1928	50	3,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Erie to Upper Level Erie				1959	50	1,584
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1932	50	1,642
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1932	50	1,642
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fairmount to Spring Ga				1928	50	1,652
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti				1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti				1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti				1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Fern Rock to Olney - Ti				1956	50	3,041
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T				1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T				1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T				1932	50	2,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T				1932	50	2,122
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Girard to Fairmount - T				1928	50	1,728
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T				1928	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T				1991	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T				1991	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Hunting Park to Erie - T				1928	50	3,204
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti				1991	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti				1928	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti				1991	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Logan to Wyoming - Ti				1928	50	1,960
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Lombard-South to Ells				1938	50	2,900
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Lombard-South to Ells				1938	50	2,900
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S				1959	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S				1928	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S				1959	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	North Philadelphia to S				1928	50	3,104
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties				1991	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties				1991	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties				1928	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Olney to Logan - Ties				1928	50	3,264
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Oregon to Pattison - Er				1973	50	4,693
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Oregon to Pattison - Er				1973	50	4,693
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Pattison to Pattison Lo				1973	50	1,150
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Pattison to Pattison Lo				1973	50	1,150
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Race-Vine to City Hall				1928	50	1,884
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Race-Vine to City Hall				1928	50	1,884
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Race-Vine to City Hall				1928	50	1,884
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Race-Vine to City Hall				1928	50	1,884
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Snyder to Oregon - Ties				1973	50	2,790
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Snyder to Oregon - Ties				1973	50	2,790
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Chin				1932	50	2,374
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Chin				1932	50	2,374
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Race				1928	50	1,923
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Race				1928	50	1,923
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Race				1928	50	1,923
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Spring Garden to Race				1928	50	1,923
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t				1928	50	3,102
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t				1928	50	3,102

Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t					1959	50	3,102
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Susquehanna-Dauphin t					1959	50	3,102
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Tasker-Morris to Snyder					1938	50	2,040
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Tasker-Morris to Snyder					1938	50	2,040
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Walnut-Locust to Lom					1932	50	1,746
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Walnut-Locust to Lom					1932	50	1,746
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P					1928	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P					1991	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P					1928	50	2,480
Track	Maintenance	Heavy Rail	Broad Street Line & Spur	Wyoming to Hunting P					1991	50	2,480
Track	Maintenance	Heavy Rail	Market-Frankford	2nd St to Girard Ave - T					1980	30	15,418
Track	Maintenance	Heavy Rail	Market-Frankford	46th St to 2nd St - Ties					1950	50	33,475
Track	Maintenance	Heavy Rail	Market-Frankford	Ties					1959	27	97,152
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 0 to MP 5.3 - Ties	MP 0				2005	27	55,968
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 11.37 to MP 12.7 - T	MP 11.37				2002	27	7,022
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 12.7 to MP 13.0 - T	MP 12.7				2012	27	3,168
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to MP 7.79 - T	MP 5.3				2003	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 5.3 to MP 7.79 - T	MP 5.3				2004	27	13,147
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 11.37 - T	MP 7.79				2003	27	18,902
Track	Maintenance	Heavy Rail	Norristown High Speed Line	MP 7.79 to MP 12.7 - T	MP 7.79				2002	27	25,925
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 4.2 - Ties	MP 3.5				2012	27	3,696
Track	Maintenance	Regional Rail	Airport	MP 3.5 to MP 9.4 - Ties	MP 3.5				2012	27	57,552
Track	Maintenance	Regional Rail	Chestnut Hill East	MP 5.0 to MP 10.8 - T	MP 5				2012	27	61,248
Track	Maintenance	Regional Rail	Chestnut Hill West	MP 0.0 to MP 6.6 - Ties	MP 0				2012	27	69,696
Track	Maintenance	Regional Rail	Cynwyd	MP 4.0 to MP 6.22 - T	MP 4				2003	27	14,467
Track	Maintenance	Regional Rail	Doylestown	MP 0.0 to MP 10.0 - T	MP 0				2006	27	54,859
Track	Maintenance	Regional Rail	Fox Chase	MP 6.0 to MP 11.5 - T	MP 6				2011	27	29,040
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 0.46 - T	MP 0.19				2016	27	5,702
Track	Maintenance	Regional Rail	Main Line	MP 0.19 to MP 1.0 - T	MP 0.19				2016	27	25,133
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - T	MP 0.46				2005	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - T	MP 0.46				2002	27	13,622
Track	Maintenance	Regional Rail	Main Line	MP 0.46 to MP 1.75 - T	MP 0.46				2003	27	6,811
Track	Maintenance	Regional Rail	Main Line	MP 1.0 to MP 3.2 - Ties	MP 1				1992	27	46,464
Track	Maintenance	Regional Rail	Main Line	MP 1.75 to MP 2.68 - T	MP 1.75				2008	27	16,684
Track	Maintenance	Regional Rail	Main Line	MP 12.0 to MP 25 - Ties	MP 12				2007	27	137,280
Track	Maintenance	Regional Rail	Main Line	MP 3.2 to MP 5.3 - Ties	MP 3.2				1993	27	42,874
Track	Maintenance	Regional Rail	Main Line	MP 3.61 to MP 5.21 - T	MP 3.61				2007	27	8,448
Track	Maintenance	Regional Rail	Main Line	MP 5.3 to MP 12.0 - T	MP 5.3				2008	27	70,752
Track	Maintenance	Regional Rail	Main Line	MP 6.52 to MP 7.5 - T	MP 6.52				1991	27	3,854
Track	Maintenance	Regional Rail	Manayunk-Norristown		MP 3.5				2005	27	150,110
Track	Maintenance	Regional Rail	Media-Elwyn	MP 0.5 to MP 9.1 - Ties	MP 0.5				2003	27	90,288
Track	Maintenance	Regional Rail	Media-Elwyn	MP 9.0 to MP 16.02 - T	MP 9				2004	27	70,277
Track	Maintenance	Regional Rail	Warminster	MP 0.0 to MP 8.0 - Ties	MP 0				2006	27	53,539
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 21.4 - T	MP 10.5				2002	27	57,552
Track	Maintenance	Regional Rail	West Trenton	MP 10.5 to MP 25.01 - T	MP 10.5				1997	27	76,613
Track	Maintenance	Regional Rail	West Trenton	MP 21.4 to MP 26.5 - T	MP 21.4				1991	27	26,928
Track	Maintenance	Trolley	102	2.1 to 5.0 - Ties	MP 2.1				2012	27	28,776
Track	Maintenance	Trolley	101, 102	MP 0.0 to MP 7.96 - T	MP 0				2012	27	74,395
Track	ROW	Heavy Rail	Norristown High Speed Line			3	2020		1912	100	2,000
Track	ROW	Heavy Rail	Norristown High Speed Line			3	2020		1912	100	2,600
Track	ROW	Regional Rail	Chestnut Hill East			3	2020		1900	100	2,600
Track	ROW	Regional Rail	Chestnut Hill West			3	2020		1900	100	3,000
Track	ROW	Regional Rail	Doylestown			3	2020		1900	100	2,600
Track	ROW	Regional Rail	Main Line			3	2020		1900	100	2,000
Track	ROW	Regional Rail	Main Line			3	2020		1900	100	1,300
Track	ROW	Regional Rail	Main Line			3	2020		1900	100	3,000
Track	ROW	Regional Rail	Main Line			3	2020		1900	100	2,600
Track	ROW	Regional Rail	Media-Elwyn			3	2020		1900	100	3,000
Track	Shops & Yards	Heavy Rail	Broad Street Line & Spur	Shops & Yards - Fern R		3	2020		2010	35	1
Track	Shops & Yards	Heavy Rail	Broad Street Line & Spur	Shops & Yards - Fern R		3	2020		2011	35	1
Track	Shops & Yards	Heavy Rail	Market-Frankford	Shops & Yards - 69th St		3	2020		2005	35	1

Track	Shops & Yards	Heavy Rail	Market-Frankford	Shops & Yards - Bridge		3	2020	2003	35	1
Track	Shops & Yards	Heavy Rail	Norristown High Speed Line	NHSL Car Barn Yard		3	2020	1993	35	1
Track	Shops & Yards	Regional Rail	All Lines	Frazier Yard		3	2020	1995	35	1
Track	Shops & Yards	Regional Rail	All Lines	Overbrook Yard		3	2020	1993	35	1
Track	Shops & Yards	Regional Rail	Chestnut Hill East	Chestnut Hill East Yard		3	2020	2011	35	1
Track	Shops & Yards	Regional Rail	Doylestown	Doylestown Yard		3	2020	2011	35	1
Track	Shops & Yards	Regional Rail	Main Line	Lansdale Yard		3	2020	1985	35	1
Track	Shops & Yards	Regional Rail	Main Line	Powelton Yard		3	2020	2007	35	1
Track	Shops & Yards	Regional Rail	Main Line	Roberts Yard		3	2020	1983	35	1
Track	Shops & Yards	Regional Rail	Main Line	Wayne Electric Yard (N		3	2020	2004	35	1
Track	Shops & Yards	Regional Rail	Main Line	Wayne Electric Yard (S		3	2020	2003	35	1
Track	Shops & Yards	Regional Rail	Manayunk-Norristown	Elm Street Yard		3	2020	2003	35	1
Track	Shops & Yards	Regional Rail	Media-Elwyn	Media Yard		3	2020	1994	35	1
Track	Shops & Yards	Regional Rail	West Trenton	West Trenton Yard		3	2020	1980	35	1
Track	Shops & Yards	Trolley	15	Shops & Yards - Callow		3	2020	2021	35	1
Track	Shops & Yards	Trolley	101, 102	Shops & Yards - 69th St		3	2020	1988	35	1
Track	Shops & Yards	Trolley	101, 102	Shops & Yards - West Y		3	2020	1995	35	1
Track	Shops & Yards	Trolley	11, 13, 34, 36	Shops & Yards - Elmwo		3	2020	2017	35	1
Track	Shops & Yards	Trolley	11, 13, 34, 36	Shops & Yards - Woodl		3	2020	1981	35	1
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	1990	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	2001	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	2002	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Alleghen		3	2020	1990	40	2,386
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	1990	40	2,674
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	2004	40	2,509
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	1990	40	2,674
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Cecil B. N		3	2020	2005	40	2,486
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Chinatov		3	2020	2003	40	893
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2006	40	910
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2006	40	1,029
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2007	40	441
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - City Hall		3	2020	2007	40	1,172
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Ellsworth		3	2020	2007	40	2,163
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Ellsworth		3	2020	2006	40	2,366
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2018	40	2,734
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2002	40	2,614
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2002	40	2,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to A		3	2020	2017	40	2,734
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1928	40	3,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1928	40	3,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1990	40	1,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Erie to U		3	2020	1990	40	1,584
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	2003	40	1,459
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	2003	40	1,520
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	1990	40	1,652
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	2004	40	1,480
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	2005	40	1,510
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fairmou		3	2020	1990	40	1,652
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	1,745
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	2,898
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	1994	40	3,041
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Fern Roc		3	2020	2002	40	3,041
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2005	40	1,335
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2003	40	1,464
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	1990	40	1,728
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2003	40	1,499
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	1990	40	1,728
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Girard to		3	2020	2004	40	1,330
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting I		3	2020	1990	40	3,204
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting I		3	2020	2002	40	3,020
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting I		3	2020	2002	40	3,001

Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Hunting t	3	2020	1990	40	3,204
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan to	3	2020	1990	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan to	3	2020	2002	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan to	3	2020	2002	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Logan to	3	2020	1990	40	1,960
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Lombard	3	2020	2007	40	2,900
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Lombard	3	2020	2006	40	2,900
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 0.5 to	3	2020	1994	40	1,221
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 4.5 to MP 4.5	3	2020	2001	40	2,419
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 8.7 to MP 8.7	3	2020	2012	40	121
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - MP 8.7 to MP 8.7	3	2020	2013	40	281
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph	3	2020	1990	40	3,104
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph	3	2020	2002	40	2,941
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph	3	2020	2001	40	2,924
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - North Ph	3	2020	1990	40	3,104
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to	3	2020	1990	40	3,264
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to	3	2020	1990	40	3,264
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to	3	2020	2002	40	3,114
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Olney to	3	2020	2002	40	3,106
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Oregon to	3	2020	2013	40	4,565
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Oregon to	3	2020	2012	40	4,693
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Pattison	3	2020	2012	40	1,150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Pattison	3	2020	2013	40	1,150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin	3	2020	1990	40	1,193
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin	3	2020	1990	40	1,262
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin	3	2020	2005	40	1,597
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Race-Vin	3	2020	2004	40	1,120
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Snyder to	3	2020	2012	40	2,790
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Snyder to	3	2020	2013	40	2,295
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	2003	40	2,374
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	2003	40	2,374
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	1990	40	1,923
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	1990	40	1,923
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	2005	40	1,672
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Spring G	3	2020	2004	40	1,702
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh	3	2020	1990	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh	3	2020	1990	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh	3	2020	2001	40	3,102
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Susqueh	3	2020	2001	40	683
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Tasker-M	3	2020	2006	40	1,334
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - Tasker-M	3	2020	2007	40	1,446
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2012	40	158
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2002	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	127
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	113
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	112
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	165
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	101
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	172
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2002	40	150
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2001	40	180
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	97
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2004	40	120
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2006	40	135
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2003	40	128
Track	Straight Rail	Heavy Rail	Broad Street Line & Spur	Straight Rail - TRK_NO	3	2020	2003	40	120

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Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Church t		3	2020	1995	40	2,457
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Church t		3	2020	1995	40	2,399
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Erie-Torr		3	2020	1992	40	3,539
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Erie-Torr		3	2020	1992	40	3,539
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Frankfor		3	2020	1994	40	2,690
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Frankfor		3	2020	1994	40	2,728
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Girard t		3	2020	2009	40	2,717
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Girard t		3	2020	2009	40	2,722
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Huntingd		3	2020	1995	40	1,757
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Huntingd		3	2020	1995	40	1,911
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Margare		3	2020	1993	40	2,205
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Margare		3	2020	1993	40	2,274
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Millbour		3	2020	2014	40	1,672
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Millbour		3	2020	2014	40	1,676
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Somerse		3	2020	1990	40	1,750
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Somerse		3	2020	1990	40	1,750
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Spring G		3	2020	2009	40	3,752
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Spring G		3	2020	2009	40	3,789
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Tioga to		3	2020	1992	40	2,405
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Tioga to		3	2020	1992	40	2,405
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2009	40	488
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2009	40	73
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2005	40	95
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2005	40	350
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	1990	40	131
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2007	40	165
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2014	40	662
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 1 (		3	2020	2014	40	68
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	1990	40	63
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	2009	40	493
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	2009	40	66
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	2005	40	178
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	2005	40	344
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	1993	40	200
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	2005	40	138
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	1999	40	726
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 2 (		3	2020	1994	40	34
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 69f		3	2020	2005	40	32
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - Track 69f		3	2020	2005	40	47
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - York-Dau		3	2020	1986	40	2,511
Track	Straight Rail	Heavy Rail	Market-Frankford	Straight Rail - York-Dau		3	2020	1986	40	2,328
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - 69th Stre MP 0		3	2020	1986	40	4,586
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - 69th Stre MP 0		3	2020	1986	40	4,506
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.89		3	2020	2019	40	4,022
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.89		3	2020	1975	40	4,022
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.48		3	2020	2019	40	2,212
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Ardmore MP 3.48		3	2020	1977	40	2,212
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwc MP 2.64		3	2020	2019	40	2,588
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwc MP 2.55		3	2020	2019	40	202
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Beechwc MP 2.55		3	2020	2018	40	3,215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bridgepo MP 12.76		3	2020	2013	40	3,070
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bryn Mai MP 5.35		3	2020	1977	40	891
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Bryn Mai MP 5.35		3	2020	1993	40	2,055
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - County L MP 8.57		3	2020	1993	40	3,636
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - County L MP 8.57		3	2020	1993	40	3,591
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - DeKalb S MP 12.29		3	2020	2020	40	2,378
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - DeKalb S MP 12.29		3	2020	1983	40	2,288
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Garrett F MP 6.37		3	2020	1993	40	2,156
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Garrett F MP 6.37		3	2020	1993	40	2,156
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Gulph M MP 10.22		3	2020	1983	40	4,184
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Gulph M MP 10.22		3	2020	1982	40	4,184

Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Haverfor	MP 4.65		3	2020	1975	40	3,710
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Haverfor	MP 4.65		3	2020	2020	40	2,915
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Hughes F	MP 11.02		3	2020	1983	40	6,385
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Hughes F	MP 11.02		3	2020	2020	40	5,178
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Matsonf	MP 9.3		3	2020	1982	40	4,004
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Matsonf	MP 9.3		3	2020	1983	40	4,274
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.16	MP 0.16		3	2020	1986	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.16	MP 0.16		3	2020	1986	40	100
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.95	MP 0.95		3	2020	1986	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 0.95	MP 0.95		3	2020	1986	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.15	MP 1.15		3	2020	2016	40	1,750
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.85	MP 1.85		3	2020	2003	40	376
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.88	MP 1.88		3	2020	2015	40	155
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 1.88	MP 1.88		3	2020	2003	40	220
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 10.01	MP 10.01		3	2020	1983	40	205
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 10.01	MP 10.01		3	2020	1982	40	110
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.12	MP 12		3	2020	2020	40	1,297
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.3	MP 12.3		3	2020	1983	40	235
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.3	MP 12.3		3	2020	2020	40	325
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.54	MP 12.54		3	2020	1983	40	120
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.54	MP 12.54		3	2020	2020	40	210
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 12.86	MP 12.86		3	2020	2013	40	40
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.16	MP 2.16		3	2020	2003	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.16	MP 2.16		3	2020	2015	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.4 t	MP 2.4		3	2020	2001	40	773
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.4 t	MP 2.4		3	2020	2018	40	523
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.45	MP 2.45		3	2020	2018	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.45	MP 2.45		3	2020	2001	40	280
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 2.77	MP 2.77		3	2020	2018	40	145
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 3.2 t	MP 3.2		3	2020	1977	40	170
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.2 t	MP 5.2		3	2020	1993	40	795
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.34	MP 5.34		3	2020	1977	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.34	MP 5.34		3	2020	1993	40	130
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.55	MP 5.55		3	2020	1993	40	1,184
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.58	MP 5.58		3	2020	1993	40	195
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.58	MP 5.58		3	2020	1993	40	165
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 5.9 t	MP 5.9		3	2020	1972	40	1,840
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.25	MP 6.25		3	2020	1993	40	631
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.76	MP 6.76		3	2020	1995	40	190
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 6.76	MP 6.76		3	2020	1993	40	160
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.25	MP 7.25		3	2020	1983	40	2,804
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.26	MP 7.26		3	2020	1983	40	2,817
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.86	MP 7.86		3	2020	1983	40	180
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 7.86	MP 7.86		3	2020	1983	40	285
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.19	MP 8.19		3	2020	1983	40	220
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.19	MP 8.19		3	2020	1983	40	235
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 t	MP 8.5		3	2020	1993	40	163
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 t	MP 8.5		3	2020	1993	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.5 t	MP 8.5		3	2020	1993	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.92	MP 8.92		3	2020	1993	40	250
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 8.92	MP 8.92		3	2020	1993	40	295
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.4 t	MP 9.4		3	2020	1982	40	255
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.4 t	MP 9.4		3	2020	1983	40	320
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.79	MP 9.79		3	2020	1983	40	305
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - MP 9.79	MP 9.79		3	2020	1982	40	195
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Parkview	MP 0.89		3	2020	1986	40	1,050
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Parkview	MP 0.89		3	2020	1986	40	2,835
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Penfield	MP 1.95		3	2020	2015	40	1,938
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Penfield	MP 1.95		3	2020	2003	40	2,158
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Radnor N	MP 7.88		3	2020	1983	40	2,845
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Radnor N	MP 7.88		3	2020	1983	40	2,935

Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Rosemor	MP 5.82	3	2020	1993	40	2,892
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Rosemor	MP 5.82	3	2020	1993	40	421
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stadium	MP 6.77	3	2020	1993	40	659
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stadium	MP 6.77	3	2020	1993	40	659
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stone Cr	MP 6.9	3	2020	1993	40	245
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Stone Cr	MP 6.9	3	2020	1985	40	215
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Townshij	MP 1.49	3	2020	2004	40	1,913
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Townshij	MP 1.5	3	2020	2015	40	2,444
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Utility Pij	MP 8.5	3	2020	1993	40	128
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Villanova	MP 6.98	3	2020	1985	40	1,412
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Villanova	MP 6.98	3	2020	1993	40	1,464
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Wynnew	MP 3.15	3	2020	2018	40	1,718
Track	Straight Rail	Heavy Rail	Norristown High Speed Line	Straight Rail - Wynnew	MP 3.15	3	2020	1977	40	1,548
Track	Straight Rail	Regional Rail	Airport	Straight Rail - 60th Stre	MP 4.4	3	2020	2002	40	1
Track	Straight Rail	Regional Rail	Airport	Straight Rail - 60th Stre	MP 4.4	3	2020	2002	40	1
Track	Straight Rail	Regional Rail	Airport	Straight Rail - Elmwood	MP 4.2	3	2020	2012	40	1,056
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 3 to I	MP 3	3	2020	2012	40	217
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 3.6 t	MP 3.6	3	2020	2012	40	3,168
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4 to I	MP 4	3	2020	2012	40	487
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4.55	MP 4.55	3	2020	1980	40	22,309
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 4.55	MP 4.55	3	2020	1980	40	22,412
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 8 to I	MP 8	3	2020	2019	40	2,498
Track	Straight Rail	Regional Rail	Airport	Straight Rail - MP 8 to I	MP 8	3	2020	2019	40	2,557
Track	Straight Rail	Regional Rail	Airport	Straight Rail - Phil to E	MP 3.6	3	2020	2012	40	1,445
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to	MP 10	3	2020	1983	40	203
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to	MP 10	3	2020	1983	40	157
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 10 to	MP 10	3	2020	1983	40	128
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 4 to I	MP 4	3	2020	1997	40	435
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	391
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	75
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	127
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	293
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	360
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 5 to I	MP 5	3	2020	1983	40	1,110
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 6 to I	MP 6	3	2020	1983	40	503
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 6 to I	MP 6	3	2020	1983	40	367
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	413
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	982
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	488
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	540
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	908
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 7 to I	MP 7	3	2020	1983	40	930
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 8 to I	MP 8	3	2020	1983	40	1,402
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 8 to I	MP 8	3	2020	1983	40	1,500
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	1,298
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	1,253
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	427
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	428
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	435
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - MP 9 to I	MP 9	3	2020	1983	40	420
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Spring to	MP 10.5	3	2020	1983	40	1,351
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Spring to	MP 10.5	3	2020	1983	40	1,307
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Wayne to	MP 5.1	3	2020	1983	40	18,236
Track	Straight Rail	Regional Rail	Chestnut Hill East	Straight Rail - Wayne to	MP 5.1	3	2020	1983	40	19,764
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - Cresheim	MP 5.2	3	2020	1990	40	5,759
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - Cresheim	MP 5.2	3	2020	1990	40	5,713
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 0 to	MP 0	3	2020	1994	40	23,324
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 0 to	MP 0	3	2020	1994	40	24,543
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 1 to I	MP 1	3	2020	1994	40	1,282
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 2 to I	MP 2	3	2020	1994	40	1,328
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 2 to I	MP 2	3	2020	1994	40	1,320

Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 5 to MP 5	3	2020	1994	40	675
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 5 to MP 5	3	2020	1994	40	705
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 6 to MP 6	3	2020	1990	40	1,897
Track	Straight Rail	Regional Rail	Chestnut Hill West	Straight Rail - MP 6 to MP 6	3	2020	1990	40	1,943
Track	Straight Rail	Regional Rail	Cynwyd	Straight Rail - Valley to MP 4	3	2020	2003	40	10,506
Track	Straight Rail	Regional Rail	Cynwyd	Straight Rail - Valley to MP 4	3	2020	2003	40	2,137
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - 5th St. to MP 0.4	3	2020	1985	40	50,688
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Dale to MP 0	3	2020	1985	40	2,112
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Dale to MP 0	3	2020	1985	40	1,595
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Forest St	3	2020	1985	40	1,056
Track	Straight Rail	Regional Rail	Doylestown	Straight Rail - Long Side	3	2020	2010	40	2,112
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - Cheltenham MP 9.39	3	2020	2002	40	7,046
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 6 to MP 6	3	2020	1992	40	855
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 7 to MP 7	3	2020	1960	40	1,290
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - MP 9 to MP 9	3	2020	1960	40	240
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - Newtown MP 6.2	3	2020	1960	40	16,441
Track	Straight Rail	Regional Rail	Fox Chase	Straight Rail - South Fox MP 11	3	2020	2002	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6	3	2020	1987	40	891
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6	3	2020	1987	40	718
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 20th Street MP -0.6	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9	3	2020	1987	40	423
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9	3	2020	1987	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9	3	2020	1987	40	461
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 30th Street MP -0.9	3	2020	1987	40	355
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 34th Street MP -2.4	3	2020	2008	40	2,218
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. to MP 1.34	3	2020	1992	40	9,131
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. to MP 1.34	3	2020	1992	40	9,176
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. to MP 1.34	3	2020	1992	40	9,206
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - 9th St. to MP 1.34	3	2020	1992	40	9,093
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Bridge Street MP 13.95	3	2020	1996	40	32,736
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Bridge Street MP 13.95	3	2020	1990	40	32,736
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad to MP -0.4	3	2020	1987	40	868
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad to MP -0.4	3	2020	1987	40	816
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad to MP -0.4	3	2020	1987	40	943
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Broad to MP -0.4	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - CP Newt MP 6.3	3	2020	1991	40	3,586
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2	3	2020	1984	40	12,144
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2	3	2020	1984	40	10,884
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2	3	2020	1984	40	8,996
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Glenwood MP 3.2	3	2020	1984	40	8,727
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper to MP 0.2	3	2020	1981	40	149
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper to MP 0.2	3	2020	1989	40	764
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper to MP 0.2	3	2020	1981	40	823
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Juniper to MP 0.2	3	2020	1981	40	201
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4	3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4	3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4	3	2020	1989	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Mark Circle MP 0.4	3	2020	1981	40	528
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5	3	2020	2012	40	722
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5	3	2020	2014	40	774
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5	3	2020	2012	40	1,584
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Market East MP 0.5	3	2020	2014	40	1,584
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	142
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	113
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	157
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	128
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 0 to MP 0	3	2020	1989	40	135
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.15 to MP -0.15	3	2020	1991	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.21 to MP -0.21	3	2020	1991	40	83

Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.22 MP -0.22	3	2020	1987	40	188
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.26 MP -0.26	3	2020	1988	40	38
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.26 MP -0.26	3	2020	1989	40	165
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.28 MP -0.28	3	2020	1991	40	60
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66 MP -0.66	3	2020	1987	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66 MP -0.66	3	2020	1987	40	385
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66 MP -0.66	3	2020	1987	40	338
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.66 MP -0.66	3	2020	1987	40	352
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.81 MP -0.81	3	2020	1987	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.85 MP -0.85	3	2020	1987	40	232
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -0.97 MP -0.97	3	2020	1987	40	67
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.38 MP -1.38	3	2020	1987	40	188
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.5 MP -1.5	3	2020	1987	40	350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.52 MP -1.52	3	2020	1990	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.52 MP -1.52	3	2020	1987	40	285
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.65 MP -1.65	3	2020	1987	40	2,350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -1.65 MP -1.65	3	2020	1975	40	2,350
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 10.8 MP 10.8	3	2020	1983	40	8,712
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 10.8 MP 10.8	3	2020	1983	40	8,712
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 12.4 MP 12.45	3	2020	1983	40	7,920
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 12.4 MP 12.45	3	2020	1986	40	7,920
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to MP 2	3	2020	1992	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to MP 2	3	2020	1992	40	645
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to MP 2	3	2020	1992	40	690
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to MP 2	3	2020	1992	40	555
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 2 to MP 2	3	2020	1992	40	615
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.8 MP -2.8	3	2020	2008	40	5,914
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.8 MP -2.8	3	2020	2008	40	5,914
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP -2.9 MP -2.9	3	2020	2008	40	6,442
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 20.1 MP 20.15	3	2020	1995	40	20,328
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 20.1 MP 20.15	3	2020	1995	40	20,328
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 24.0 MP 24	3	2020	2007	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 24.0 MP 24	3	2020	2007	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to MP 4	3	2020	1984	40	1,065
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to MP 4	3	2020	1984	40	120
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to MP 4	3	2020	1984	40	1,260
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 4 to MP 4	3	2020	1984	40	652
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5 to MP 5	3	2020	1984	40	240
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5.5 to MP 5.5	3	2020	1984	40	27,984
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 5.5 to MP 5.5	3	2020	1984	40	27,984
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to MP 6	3	2020	1996	40	173
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to MP 6	3	2020	1996	40	135
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - MP 6 to MP 6	3	2020	1996	40	330
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuykill MP -0.8	3	2020	1987	40	824
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Schuykill MP -0.8	3	2020	1987	40	671

Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to	MP 0.8	3	2020	1981	40	2,851
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - Vine to	MP 0.8	3	2020	1981	40	2,851
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	411
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Main Line	Straight Rail - West to	MP -1.1	3	2020	1987	40	1,056
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	630
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.3	3	2020	1990	40	1,056
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	810
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.5	3	2020	1998	40	12,213
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	577
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	165
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1990	40	420
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.5	3	2020	1990	40	588
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10	3	2020	1998	40	345
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16	3	2020	1991	40	1,020
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	1,118
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	383
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3.5	3	2020	1999	40	8,618
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 5.25	3	2020	2000	40	11,019
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3	3	2020	1999	40	622
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.5	3	2020	1991	40	904
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3.5	3	2020	1999	40	19,432
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	240
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 12.25	3	2020	1992	40	7,946
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.85	3	2020	1991	40	1,532
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.4	3	2020	1993	40	9,355
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10.4	3	2020	1993	40	9,318
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16.4	3	2020	1990	40	4,752
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	270
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15.85	3	2020	1990	40	6,283
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1990	40	944
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 6	3	2020	2000	40	1,125
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17.75	3	2020	1997	40	1,585
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	1,260
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	495
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	495
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	293
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13.88	3	2020	1991	40	7,258
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	353
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 16	3	2020	1990	40	953
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 11	3	2020	1993	40	413
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17.3	3	2020	1990	40	21
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 6	3	2020	1999	40	1,080
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 3	3	2020	1999	40	608
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 15	3	2020	1991	40	352
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 10	3	2020	2000	40	360
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 11	3	2020	1993	40	450
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13	3	2020	1992	40	555
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.5	3	2020	1998	40	1,848
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	323
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13.88	3	2020	1991	40	8,284
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 17	3	2020	1990	40	98
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	2000	40	1,125
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 13	3	2020	1992	40	660
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 12.25	3	2020	1992	40	8,051
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 8	3	2020	1998	40	256
Track	Straight Rail	Regional Rail	Manayunk-Norristown		MP 7.85	3	2020	2000	40	10,387
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - 30th St. to	MP 0.9	3	2020	1987	40	5,621
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - 30th St. to		3	2020	1987	40	2,364
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Arsenal to	MP 2.3	3	2020	1978	40	528

Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Arsenal I	MP 2.3	3	2020	1978	40	528
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 0 to I	MP 0	3	2020	1987	40	225
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to I	MP 1	3	2020	1987	40	668
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to I	MP 1	3	2020	1987	40	810
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 1 to I	MP 1	3	2020	1987	40	502
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11 to	MP 11	3	2020	1983	40	390
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11 to	MP 11	3	2020	1994	40	405
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 11.0	MP 11	3	2020	1994	40	18,562
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13 to	MP 13	3	2020	1994	40	315
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13 to	MP 13	3	2020	1994	40	1,125
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 13.1	MP 13.1	3	2020	1994	40	8,458
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to	MP 14	3	2020	1994	40	232
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to	MP 14	3	2020	1994	40	1,027
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 14 to	MP 14	3	2020	1994	40	1,043
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2 to I	MP 2	3	2020	1978	40	728
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2.4 to	MP 2.4	3	2020	1994	40	26,707
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 2.4 to	MP 2.4	3	2020	1994	40	18,280
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 6 to I	MP 6	3	2020	1983	40	1,013
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 6 to I	MP 6	3	2020	1994	40	1,028
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - MP 8.5 to	MP 8.5	3	2020	1983	40	13,200
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Oak Ave.	MP 8.2	3	2020	1994	40	1,584
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - South St.	MP 1.7	3	2020	1994	40	2,666
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Springfie	MP 7.65	3	2020	1983	40	28,371
Track	Straight Rail	Regional Rail	Media-Elwyn	Straight Rail - Union Av	MP 6	3	2020	1983	40	10,588
Track	Straight Rail	Regional Rail	Paoli-Thorndale	Straight Rail - West End		3	2020	2007	40	9,293
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Carmel to	MP 0	3	2020	1989	40	6,618
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Carmel to	MP 0	3	2020	1989	40	5,905
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Grove St		3	2020	1989	40	3,493
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Hatboro	MP 6.5	3	2020	1973	40	7,704
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - Lynn MP	MP 2.1	3	2020	1989	40	18,440
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to I	MP 0	3	2020	1989	40	135
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to I	MP 0	3	2020	1989	40	1,057
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to I	MP 0	3	2020	1989	40	1,838
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 0 to I	MP 0	3	2020	1989	40	1,890
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 12 to	MP 12	3	2020	1988	40	2,288
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 12 to	MP 12	3	2020	1988	40	2,235
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to I	MP 2	3	2020	1989	40	502
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to I	MP 2	3	2020	1989	40	210
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 2 to I	MP 2	3	2020	2012	40	1,470
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 4 to I	MP 4	3	2020	1988	40	120
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 4 to I	MP 4	3	2020	1988	40	1,425
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 5 to I	MP 5	3	2020	1989	40	922
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 5 to I	MP 5	3	2020	1989	40	473
Track	Straight Rail	Regional Rail	Warminster	Straight Rail - MP 7 to I	MP 7	3	2020	1973	40	142
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Jenkin to	MP 10.8	3	2020	1984	40	52,827
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Jenkin M	MP 10.8	3	2020	2001	40	28,925
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 10 to	MP 10	3	2020	1984	40	2,085
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 10 to	MP 10	3	2020	2001	40	379
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP 25.1	MP 25.1	3	2020	2015	40	39,600
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - MP26.55	MP 26.55	3	2020	2015	40	21,384
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Neshami	MP 21.1	3	2020	1991	40	20,592
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Neshami	MP 21.2	3	2020	1991	40	28,248
Track	Straight Rail	Regional Rail	West Trenton	Straight Rail - Pine Rd.	MP 16.35	3	2020	2002	40	25,608
Track	Straight Rail	Trolley	10	Straight Rail - 36TH to		3	2020	2001	25	950
Track	Straight Rail	Trolley	10	Straight Rail - 38TH to		3	2020	1996	25	3,200
Track	Straight Rail	Trolley	10	Straight Rail - 60TH to		3	2020	2020	25	1,445
Track	Straight Rail	Trolley	10	Straight Rail - E. 36TH		3	2020	2001	25	50
Track	Straight Rail	Trolley	10	Straight Rail - E. CURVE		3	2020	1999	25	1,267
Track	Straight Rail	Trolley	10	Straight Rail - E. HAVEN		3	2020	2013	25	3,221
Track	Straight Rail	Trolley	10	Straight Rail - GIRARD \		3	2020	2019	25	2,746
Track	Straight Rail	Trolley	10	Straight Rail - LANCAST		3	2020	2020	25	9,901

Track	Straight Rail	Trolley	10	Straight Rail - MALVER		3	2020	1999	25	1,100
Track	Straight Rail	Trolley	10	Straight Rail - NCL MAF		3	2020	1995	25	1,162
Track	Straight Rail	Trolley	10	Straight Rail - S. COLUN		3	2020	2010	25	1,800
Track	Straight Rail	Trolley	10	Straight Rail - S. MARKI		3	2020	1990	25	264
Track	Straight Rail	Trolley	10	Straight Rail - W. 52ND		3	2020	2019	25	1,000
Track	Straight Rail	Trolley	10	Straight Rail - W. BELM		3	2020	2001	25	2,112
Track	Straight Rail	Trolley	11	Straight Rail - 41ST to		3	2020	2004	25	634
Track	Straight Rail	Trolley	11	Straight Rail - 41ST to		3	2020	2004	25	211
Track	Straight Rail	Trolley	11	Straight Rail - 50TH to		3	2020	2004	25	5,855
Track	Straight Rail	Trolley	11	Straight Rail - 56TH to		3	2020	2004	25	1,162
Track	Straight Rail	Trolley	11	Straight Rail - 62ND to		3	2020	2008	25	10,454
Track	Straight Rail	Trolley	11	Straight Rail - 68TH to		3	2020	2006	25	620
Track	Straight Rail	Trolley	11	Straight Rail - ON CSX E		3	2020	2008	25	700
Track	Straight Rail	Trolley	11	Straight Rail - ON RRD		3	2020	2004	25	400
Track	Straight Rail	Trolley	11	Straight Rail - W. 40TH		3	2020	2017	25	582
Track	Straight Rail	Trolley	11	Straight Rail - W. CHES		3	2020	2004	25	422
Track	Straight Rail	Trolley	11	Straight Rail - W. ISLAN		3	2020	2014	25	7,845
Track	Straight Rail	Trolley	11	Straight Rail - W.42ND		3	2020	2004	25	4,858
Track	Straight Rail	Trolley	11	Straight Rail - W.49TH		3	2020	2006	25	528
Track	Straight Rail	Trolley	11	Straight Rail - WCL 58T		3	2020	1993	25	1,584
Track	Straight Rail	Trolley	11	Straight Rail - WE BRID		3	2020	2008	25	2,006
Track	Straight Rail	Trolley	13	Straight Rail - 42ND to		3	2020	2007	25	5,957
Track	Straight Rail	Trolley	13	Straight Rail - 60TH to		3	2020	2011	25	2,473
Track	Straight Rail	Trolley	13	Straight Rail - 62ND to		3	2020	2011	25	2,249
Track	Straight Rail	Trolley	13	Straight Rail - CEDAR t		3	2020	1991	25	6,230
Track	Straight Rail	Trolley	13	Straight Rail - CEDAR t		3	2020	1996	25	1,517
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1996	25	387
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1996	25	220
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	1991	25	2,681
Track	Straight Rail	Trolley	13	Straight Rail - CHESTER		3	2020	2011	25	789
Track	Straight Rail	Trolley	13	Straight Rail - COBBS C		3	2020	1991	25	2,218
Track	Straight Rail	Trolley	13	Straight Rail - E. CEDAR		3	2020	1996	25	1,948
Track	Straight Rail	Trolley	13	Straight Rail - KINGSES		3	2020	2011	25	771
Track	Straight Rail	Trolley	13	Straight Rail - N. LOOP		3	2020	1985	25	151
Track	Straight Rail	Trolley	13	Straight Rail - ON COBE		3	2020	1980	25	287
Track	Straight Rail	Trolley	13	Straight Rail - RIDGE to		3	2020	1985	25	600
Track	Straight Rail	Trolley	13	Straight Rail - W.49TH		3	2020	1999	25	528
Track	Straight Rail	Trolley	13	Straight Rail - WCL 58T		3	2020	2011	25	2,006
Track	Straight Rail	Trolley	13	Straight Rail - WE BRID		3	2020	1997	25	8,131
Track	Straight Rail	Trolley	13	Straight Rail - WOODL		3	2020	2007	25	1,070
Track	Straight Rail	Trolley	15	Straight Rail - 25TH to		3	2020	1987	25	528
Track	Straight Rail	Trolley	15	Straight Rail - 31ST to		3	2020	2001	25	2,112
Track	Straight Rail	Trolley	15	Straight Rail - 38th to		3	2020	2001	25	2,746
Track	Straight Rail	Trolley	15	Straight Rail - 40TH to		3	2020	2001	25	555
Track	Straight Rail	Trolley	15	Straight Rail - 40TH to		3	2020	2011	25	3,590
Track	Straight Rail	Trolley	15	Straight Rail - 4TH to A		3	2020	2015	25	400
Track	Straight Rail	Trolley	15	Straight Rail - 52ND to		3	2020	2011	25	1,691
Track	Straight Rail	Trolley	15	Straight Rail - 54TH to		3	2020	2002	25	5,569
Track	Straight Rail	Trolley	15	Straight Rail - 5TH to A		3	2020	2015	25	400
Track	Straight Rail	Trolley	15	Straight Rail - 60TH to		3	2020	1984	25	416
Track	Straight Rail	Trolley	15	Straight Rail - 61ST to		3	2020	1984	25	970
Track	Straight Rail	Trolley	15	Straight Rail - ACROSS		3	2020	1992	25	1,056
Track	Straight Rail	Trolley	15	Straight Rail - ALLEGHE		3	2020	1986	25	335
Track	Straight Rail	Trolley	15	Straight Rail - BROAD f		3	2020	2017	25	6,307
Track	Straight Rail	Trolley	15	Straight Rail - E. 63RD		3	2020	1930	25	65
Track	Straight Rail	Trolley	15	Straight Rail - EE TRAN		3	2020	1979	25	2,112
Track	Straight Rail	Trolley	15	Straight Rail - FRANKFC		3	2020	2012	25	4,013
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	1983	25	1,162
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	2001	25	145
Track	Straight Rail	Trolley	15	Straight Rail - GIRARD		3	2020	1954	25	2,874
Track	Straight Rail	Trolley	15	Straight Rail - HAVERFC		3	2020	2016	25	425

Track	Straight Rail	Trolley	15	Straight Rail - LANCAST		3	2020	2001	25	4,181
Track	Straight Rail	Trolley	15	Straight Rail - LANSDO		3	2020	2010	25	1,256
Track	Straight Rail	Trolley	15	Straight Rail - LANSDO		3	2020	1984	25	1,028
Track	Straight Rail	Trolley	15	Straight Rail - MASTER		3	2020	1928	25	228
Track	Straight Rail	Trolley	15	Straight Rail - N. ALLEG		3	2020	1979	25	990
Track	Straight Rail	Trolley	15	Straight Rail - N. LEHIG		3	2020	1990	25	12,267
Track	Straight Rail	Trolley	15	Straight Rail - NCL CUM		3	2020	1944	25	3,062
Track	Straight Rail	Trolley	15	Straight Rail - ON BRID		3	2020	1970	25	1,762
Track	Straight Rail	Trolley	15	Straight Rail - ON CONI		3	2020	1955	25	68
Track	Straight Rail	Trolley	15	Straight Rail - POPLAR		3	2020	1987	25	360
Track	Straight Rail	Trolley	15	Straight Rail - POPLAR		3	2020	1987	25	292
Track	Straight Rail	Trolley	15	Straight Rail - RICHMOI		3	2020	2015	25	2,640
Track	Straight Rail	Trolley	15	Straight Rail - S. COLLE		3	2020	2001	25	90
Track	Straight Rail	Trolley	15	Straight Rail - S. SOMEI		3	2020	1944	25	6,125
Track	Straight Rail	Trolley	15	Straight Rail - SUQUEH		3	2020	2015	25	6,970
Track	Straight Rail	Trolley	15	Straight Rail - W. COLLI		3	2020	1987	25	5,174
Track	Straight Rail	Trolley	15	Straight Rail - W. CORI		3	2020	2001	25	241
Track	Straight Rail	Trolley	15	Straight Rail - W. COLLE		3	2020	1984	25	792
Track	Straight Rail	Trolley	15	Straight Rail - WCL 4TH		3	2020	2015	25	845
Track	Straight Rail	Trolley	15	Straight Rail - WCL 5TH		3	2020	2002	25	6,970
Track	Straight Rail	Trolley	15	Straight Rail - WE BELN		3	2020	2001	25	2,323
Track	Straight Rail	Trolley	15	Straight Rail - WE BRID		3	2020	1930	25	528
Track	Straight Rail	Trolley	34	Straight Rail - 40TH to		3	2020	2012	25	1,624
Track	Straight Rail	Trolley	34	Straight Rail - 40TH STF		3	2020	2012	25	1,100
Track	Straight Rail	Trolley	34	Straight Rail - 52ND to		3	2020	2012	25	240
Track	Straight Rail	Trolley	34	Straight Rail - E. 56TH		3	2020	2002	25	5,618
Track	Straight Rail	Trolley	34	Straight Rail - W. 49TH		3	2020	2012	25	3,253
Track	Straight Rail	Trolley	34	Straight Rail - W. 42ND		3	2020	2000	25	7,000
Track	Straight Rail	Trolley	34	Straight Rail - W. 52ND		3	2020	2002	25	1,200
Track	Straight Rail	Trolley	34	Straight Rail - W. 53RD		3	2020	2012	25	2,600
Track	Straight Rail	Trolley	36	Straight Rail - 53RD to		3	2020	2005	25	39
Track	Straight Rail	Trolley	36	Straight Rail - 5539 ELN		3	2020	1996	25	4,224
Track	Straight Rail	Trolley	36	Straight Rail - 60TH to		3	2020	2018	25	528
Track	Straight Rail	Trolley	36	Straight Rail - 73RD to		3	2020	2019	25	876
Track	Straight Rail	Trolley	36	Straight Rail - ACROSS		3	2020	2009	25	300
Track	Straight Rail	Trolley	36	Straight Rail - ACROSS		3	2020	2009	25	845
Track	Straight Rail	Trolley	36	Straight Rail - BUIST to		3	2020	2009	25	1,267
Track	Straight Rail	Trolley	36	Straight Rail - CSX BRID		3	2020	2005	25	528
Track	Straight Rail	Trolley	36	Straight Rail - E. 61ST to		3	2020	2018	25	5,069
Track	Straight Rail	Trolley	36	Straight Rail - ECL 67TH		3	2020	2001	25	6,442
Track	Straight Rail	Trolley	36	Straight Rail - ELMWOQ		3	2020	2006	25	1,162
Track	Straight Rail	Trolley	36	Straight Rail - GREYS-5		3	2020	2005	25	2,006
Track	Straight Rail	Trolley	36	Straight Rail - ON AMT		3	2020	2005	25	528
Track	Straight Rail	Trolley	36	Straight Rail - ON CSX E		3	2020	2005	25	232
Track	Straight Rail	Trolley	36	Straight Rail - S. LUNDB		3	2020	2009	25	3,696
Track	Straight Rail	Trolley	36	Straight Rail - S. TANAN		3	2020	2009	25	2,534
Track	Straight Rail	Trolley	36	Straight Rail - W. 60TH		3	2020	2018	25	600
Track	Straight Rail	Trolley	36	Straight Rail - W. LIND		3	2020	2004	25	600
Track	Straight Rail	Trolley	36	Straight Rail - W.49TH		3	2020	2005	25	2,400
Track	Straight Rail	Trolley	36	Straight Rail - WCL 65T		3	2020	2001	25	1,373
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2005	25	475
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2005	25	475
Track	Straight Rail	Trolley	36	Straight Rail - WOODLA		3	2020	2019	25	3,062
Track	Straight Rail	Trolley	101	Straight Rail - BEATTY f		3	2020	2009	25	1,125
Track	Straight Rail	Trolley	101	Straight Rail - BEATTY f		3	2020	2009	25	1,125
Track	Straight Rail	Trolley	101	Straight Rail - BURMON		3	2020	2010	25	2,800
Track	Straight Rail	Trolley	101	Straight Rail - BURMON		3	2020	2010	25	2,797
Track	Straight Rail	Trolley	101	Straight Rail - Drexellin MP 3.7		3	2020	2010	25	474
Track	Straight Rail	Trolley	101	Straight Rail - Drexellin MP 3.7		3	2020	1995	25	392
Track	Straight Rail	Trolley	101	Straight Rail - EB - Burr		3	2020	2010	25	77
Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2009	25	846

Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2005	25	2,555
Track	Straight Rail	Trolley	101	Straight Rail - EB - Curv		3	2020	2009	25	558
Track	Straight Rail	Trolley	101	Straight Rail - EB - Sch		3	2020	2010	25	1,728
Track	Straight Rail	Trolley	101	Straight Rail - EB - Wes		3	2020	1987	25	1,855
Track	Straight Rail	Trolley	101	Straight Rail - EB - Wes		3	2020	2010	25	1,756
Track	Straight Rail	Trolley	101	Straight Rail - EDMONC		3	2020	2010	25	290
Track	Straight Rail	Trolley	101	Straight Rail - EDMONC		3	2020	2010	25	290
Track	Straight Rail	Trolley	101	Straight Rail - HUEY AV		3	2020	2010	25	445
Track	Straight Rail	Trolley	101	Straight Rail - HUEY AV		3	2020	2010	25	445
Track	Straight Rail	Trolley	101	Straight Rail - LEARY AV		3	2020	1987	25	787
Track	Straight Rail	Trolley	101	Straight Rail - LEARY AV		3	2020	1987	25	793
Track	Straight Rail	Trolley	101	Straight Rail - MP 5.96	MP 5.96	3	2020	2009	25	17
Track	Straight Rail	Trolley	101	Straight Rail - MP 7.0	MP 7	3	2020	2009	25	1,610
Track	Straight Rail	Trolley	101	Straight Rail - PAPER M	MP 7	3	2020	1987	25	61
Track	Straight Rail	Trolley	101	Straight Rail - PINE RID		3	2020	2009	25	706
Track	Straight Rail	Trolley	101	Straight Rail - PINE RID		3	2020	2009	25	760
Track	Straight Rail	Trolley	101	Straight Rail - PROVIDE		3	2020	1996	25	3,660
Track	Straight Rail	Trolley	101	Straight Rail - PROVIDE		3	2020	1996	25	3,660
Track	Straight Rail	Trolley	101	Straight Rail - ROSEMO		3	2020	2010	25	600
Track	Straight Rail	Trolley	101	Straight Rail - ROSEMO		3	2020	2010	25	600
Track	Straight Rail	Trolley	101	Straight Rail - SAXER A		3	2020	1987	25	1,386
Track	Straight Rail	Trolley	101	Straight Rail - SAXER A		3	2020	1987	25	1,386
Track	Straight Rail	Trolley	101	Straight Rail - SCENIC R		3	2020	2005	25	246
Track	Straight Rail	Trolley	101	Straight Rail - SCENIC R		3	2020	1991	25	208
Track	Straight Rail	Trolley	101	Straight Rail - SCHOOL		3	2020	2010	25	227
Track	Straight Rail	Trolley	101	Straight Rail - SCHOOL		3	2020	2010	25	173
Track	Straight Rail	Trolley	101	Straight Rail - SHADELA		3	2020	2010	25	389
Track	Straight Rail	Trolley	101	Straight Rail - SHADELA		3	2020	2010	25	244
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1987	25	951
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1998	25	939
Track	Straight Rail	Trolley	101	Straight Rail - Single - C		3	2020	1987	25	730
Track	Straight Rail	Trolley	101	Straight Rail - Single - E		3	2020	2009	25	1,167
Track	Straight Rail	Trolley	101	Straight Rail - Single - V		3	2020	2009	25	403
Track	Straight Rail	Trolley	101	Straight Rail - Springfie		3	2020	1998	25	1,656
Track	Straight Rail	Trolley	101	Straight Rail - SPRINGF		3	2020	1987	25	532
Track	Straight Rail	Trolley	101	Straight Rail - SPRINGF		3	2020	1987	25	530
Track	Straight Rail	Trolley	101	Straight Rail - THOMSC		3	2020	2009	25	563
Track	Straight Rail	Trolley	101	Straight Rail - T-out - Tr		3	2020	2009	25	105
Track	Straight Rail	Trolley	101	Straight Rail - TURNER		3	2020	2010	25	285
Track	Straight Rail	Trolley	101	Straight Rail - TURNER		3	2020	2010	25	285
Track	Straight Rail	Trolley	101	Straight Rail - WB - Bur		3	2020	2010	25	80
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	2009	25	846
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	1991	25	2,597
Track	Straight Rail	Trolley	101	Straight Rail - WB - Cur		3	2020	2009	25	504
Track	Straight Rail	Trolley	101	Straight Rail - WB - Sch		3	2020	2010	25	1,782
Track	Straight Rail	Trolley	101	Straight Rail - WB - We		3	2020	1987	25	1,853
Track	Straight Rail	Trolley	101	Straight Rail - WB - We		3	2020	1975	25	1,794
Track	Straight Rail	Trolley	101	Straight Rail - WILDELL	MP 3.7	3	2020	2010	25	608
Track	Straight Rail	Trolley	101	Straight Rail - WILDELL	MP 3.7	3	2020	1975	25	1,530
Track	Straight Rail	Trolley	101	Straight Rail - WOODLA	MP 5.96	3	2020	1987	25	1,650
Track	Straight Rail	Trolley	102	Straight Rail - ANDREW		3	2020	2010	25	570
Track	Straight Rail	Trolley	102	Straight Rail - BALTIMC		3	2020	2018	25	106
Track	Straight Rail	Trolley	102	Straight Rail - BALTIMC		3	2020	2018	25	147
Track	Straight Rail	Trolley	102	Straight Rail - BARTRAF		3	2020	2010	25	1,240
Track	Straight Rail	Trolley	102	Straight Rail - BROAD S		3	2020	2010	25	97
Track	Straight Rail	Trolley	102	Straight Rail - BROADW		3	2020	2018	25	112
Track	Straight Rail	Trolley	102	Straight Rail - BROADW		3	2020	2018	25	270
Track	Straight Rail	Trolley	102	Straight Rail - BURMON		3	2020	2010	25	459
Track	Straight Rail	Trolley	102	Straight Rail - BURMON		3	2020	2010	25	444
Track	Straight Rail	Trolley	102	Straight Rail - CHESTNL		3	2020	2010	25	335
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	281

Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	1988	25	666
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	982
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	246
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	736
Track	Straight Rail	Trolley	102	Straight Rail - EB - Curv		3	2020	2010	25	218
Track	Straight Rail	Trolley	102	Straight Rail - EB - Singl		3	2020	2010	25	754
Track	Straight Rail	Trolley	102	Straight Rail - EDMONC		3	2020	2010	25	260
Track	Straight Rail	Trolley	102	Straight Rail - EDMONC		3	2020	2010	25	169
Track	Straight Rail	Trolley	102	Straight Rail - GARRETT		3	2020	2010	25	280
Track	Straight Rail	Trolley	102	Straight Rail - GARRETT		3	2020	2010	25	280
Track	Straight Rail	Trolley	102	Straight Rail - MACDAC		3	2020	2010	25	1,040
Track	Straight Rail	Trolley	102	Straight Rail - MARSHA		3	2020	2010	25	2,084
Track	Straight Rail	Trolley	102	Straight Rail - MARSHA		3	2020	2010	25	1,982
Track	Straight Rail	Trolley	102	Straight Rail - MP 5.18	MP 5.18	3	2020	2010	25	125
Track	Straight Rail	Trolley	102	Straight Rail - MP 5.2	MP 5.2	3	2020	2010	25	313
Track	Straight Rail	Trolley	102	Straight Rail - NORTH S		3	2020	2010	25	67
Track	Straight Rail	Trolley	102	Straight Rail - PENN ST		3	2020	2018	25	261
Track	Straight Rail	Trolley	102	Straight Rail - PENN ST		3	2020	2018	25	290
Track	Straight Rail	Trolley	102	Straight Rail - SHADELA		3	2020	1988	25	189
Track	Straight Rail	Trolley	102	Straight Rail - SHADELA		3	2020	1988	25	167
Track	Straight Rail	Trolley	102	Straight Rail - Single - C		3	2020	2010	25	673
Track	Straight Rail	Trolley	102	Straight Rail - Single - C		3	2020	2010	25	87
Track	Straight Rail	Trolley	102	Straight Rail - SPRUCE		3	2020	2010	25	97
Track	Straight Rail	Trolley	102	Straight Rail - TURNER		3	2020	1988	25	244
Track	Straight Rail	Trolley	102	Straight Rail - TURNER		3	2020	1988	25	222
Track	Straight Rail	Trolley	102	Straight Rail - WALNUT		3	2020	2010	25	92
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	190
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	256
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	1988	25	622
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	1,001
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	237
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	721
Track	Straight Rail	Trolley	102	Straight Rail - WB - Cur		3	2020	2010	25	310
Track	Straight Rail	Trolley	102	Straight Rail - WOODLA		3	2020	2015	25	3,138
Track	Straight Rail	Trolley	102	Straight Rail - WOODLA		3	2020	2015	25	2,655
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 15th Stre		3	2020	1985	25	933
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 15th Stre		3	2020	1985	25	1,065
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 19th Stre		3	2020	2016	25	2,002
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 19th Stre		3	2020	2003	25	1,908
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 22nd Str		3	2020	2016	25	1,417
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 22nd Str		3	2020	2003	25	1,378
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 30th Stre		3	2020	2014	25	2,153
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 30th Stre		3	2020	2015	25	2,166
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 33rd Stre		3	2020	2014	25	1,478
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 33rd Stre		3	2020	2015	25	1,456
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 36th Stre		3	2020	2015	25	2,056
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 36th Stre		3	2020	2014	25	2,115
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 37th Stre		3	2020	2014	25	1,519
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - 37th Stre		3	2020	2015	25	1,271
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - Portal tc		3	2020	2014	25	1,659
Track	Straight Rail	Trolley	10, 11, 13, 34, 36	Straight Rail - Portal tc		3	2020	2015	25	1,931
Track	Straight Rail	Trolley	101, 102	Straight Rail - 69TH ST		3	2020	1985	25	211
Track	Straight Rail	Trolley	101, 102	Straight Rail - 69TH ST		3	2020	1985	25	211
Track	Straight Rail	Trolley	101, 102	Straight Rail - AVON RC		3	2020	2010	25	1,255
Track	Straight Rail	Trolley	101, 102	Straight Rail - AVON RC		3	2020	2010	25	1,255
Track	Straight Rail	Trolley	101, 102	Straight Rail - BEVERLY		3	2020	2010	25	248
Track	Straight Rail	Trolley	101, 102	Straight Rail - BEVERLY		3	2020	2010	25	248
Track	Straight Rail	Trolley	101, 102	Straight Rail - CONGRE		3	2020	2010	25	656
Track	Straight Rail	Trolley	101, 102	Straight Rail - CONGRE		3	2020	2010	25	673
Track	Straight Rail	Trolley	101, 102	Straight Rail - E. B. WE5		3	2020	1985	25	394
Track	Straight Rail	Trolley	101, 102	Straight Rail - E. B. WE5		3	2020	1985	25	399

Track	Straight Rail	Trolley	101, 102	Straight Rail - EB - W. e		3	2020	1985	25	81
Track	Straight Rail	Trolley	101, 102	Straight Rail - EB - W. d		3	2020	2010	25	581
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFAX		3	2020	2010	25	700
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFAX		3	2020	2010	25	700
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFIELD		3	2020	1991	25	219
Track	Straight Rail	Trolley	101, 102	Straight Rail - FAIRFIELD		3	2020	1995	25	559
Track	Straight Rail	Trolley	101, 102	Straight Rail - HILLTOP		3	2020	2010	25	560
Track	Straight Rail	Trolley	101, 102	Straight Rail - HILLTOP		3	2020	2010	25	560
Track	Straight Rail	Trolley	101, 102	Straight Rail - IRVINGT		3	2020	2010	25	213
Track	Straight Rail	Trolley	101, 102	Straight Rail - IRVINGT		3	2020	2010	25	109
Track	Straight Rail	Trolley	101, 102	Straight Rail - LANDSD		3	2020	2010	25	434
Track	Straight Rail	Trolley	101, 102	Straight Rail - LANDSD		3	2020	2010	25	414
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 0.3 to MP 1.0		3	2020	1995	25	351
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 1.0 to MP 1.13		3	2020	2010	25	646
Track	Straight Rail	Trolley	101, 102	Straight Rail - MP 1.0 to MP 1.13		3	2020	2010	25	646
Track	Straight Rail	Trolley	101, 102	Straight Rail - Viaduct MP 1.13		3	2020	2010	25	596
Track	Straight Rail	Trolley	101, 102	Straight Rail - Viaduct MP 1.13		3	2020	2010	25	596
Track	Straight Rail	Trolley	101, 102	Straight Rail - W.B. WE		3	2020	1985	25	120
Track	Straight Rail	Trolley	101, 102	Straight Rail - W.B. WE		3	2020	1985	25	120
Track	Straight Rail	Trolley	101, 102	Straight Rail - WALNUT		3	2020	2010	25	845
Track	Straight Rail	Trolley	101, 102	Straight Rail - WALNUT		3	2020	2010	25	845
Track	Straight Rail	Trolley	101, 102	Straight Rail - WB - W.		3	2020	1985	25	76
Track	Straight Rail	Trolley	101, 102	Straight Rail - WB - W.		3	2020	2010	25	570
Track	Straight Rail	Trolley	101, 102	Straight Rail - WINDEM		3	2020	2010	25	730
Track	Straight Rail	Trolley	101, 102	Straight Rail - WINDEM		3	2020	2010	25	730
Track	Straight Rail	Trolley	Diversion	Straight Rail - 38TH to 40TH		3	2020	1949	25	1,544
Track	Straight Rail	Trolley	Diversion	Straight Rail - 38TH to 40TH		3	2020	2017	25	1,032
Track	Straight Rail	Trolley	Diversion	Straight Rail - 40TH to 41ST		3	2020	1913	25	580
Track	Straight Rail	Trolley	Diversion	Straight Rail - 40TH to 41ST		3	2020	1986	25	1,029
Track	Straight Rail	Trolley	Diversion	Straight Rail - 41ST to 49TH		3	2020	1986	25	264
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1953	25	317
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1990	25	264
Track	Straight Rail	Trolley	Diversion	Straight Rail - CHESTER		3	2020	1953	25	120
Track	Straight Rail	Trolley	Diversion	Straight Rail - SPRUCE		3	2020	1947	25	2,003
Track	Straight Rail	Trolley	Diversion	Straight Rail - SPRUCE		3	2020	1972	25	2,140
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 40TH to 49TH		3	2020	1974	25	525
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 49TH to 58TH		3	2020	1980	25	316
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - 58TH to ACROSS		3	2020	1973	25	1,356
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ACROSS to BALTIMC		3	2020	1998	25	150
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - BALTIMC to CALLOW		3	2020	1948	25	3,783
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW to CALLOW		3	2020	1973	25	592
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW to CALLOW		3	2020	1953	25	1,035
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CALLOW to CHESTER		3	2020	1976	25	200
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - CHESTER to FILBERT		3	2020	1999	25	717
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - FILBERT to GIRARD		3	2020	1980	25	158
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD to GIRARD		3	2020	1958	25	4,194
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD to GIRARD		3	2020	1921	25	300
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - GIRARD to KINGSES		3	2020	1952	25	1,937
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - KINGSES to LANCAST		3	2020	1960	25	1,916
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST to LANCAST		3	2020	1996	25	595
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST to LANCAST		3	2020	1984	25	2,059
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - LANCAST to N. CALLO		3	2020	1951	25	1,402
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. CALLO to N. HAVEI		3	2020	1915	25	50
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. HAVEI to N. POWE		3	2020	1921	25	792
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - N. POWE to OGDEN		3	2020	1986	25	1,290
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - OGDEN to ON PRR		3	2020	1974	25	2,112
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ON PRR to ON PRR		3	2020	1941	25	212
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - ON PRR to PARKSID		3	2020	1952	25	642
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - PARKSID to PRR BRIC		3	2020	1929	25	25
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - PRR BRIC to S. CALLO		3	2020	1951	25	531
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. CALLO		3	2020	1957	25	200

Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. GREEN		3	2020	1980	25	2,112
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. MARKI		3	2020	1948	25	2,006
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - S. CHESTE		3	2020	1995	25	39
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - SIDING t		3	2020	1980	25	316
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - WOODLA		3	2020	1995	25	634
Track	Straight Rail	Trolley	Non-Revenue Track	Straight Rail - WOODLA		3	2020	1962	25	375
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 0.01		3	2020	1994	35	10
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 7.2		3	2020	1993	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 3.1		3	2020	1970	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 12.7		3	2020	1970	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 11.1		3	2020	1980	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 0.01		3	2020	1986	35	2
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 0.3		3	2020	1993	35	11
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 2.7		3	2020	2016	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 1.4		3	2020	1986	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 7.7		3	2020	1992	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 5.3		3	2020	1993	35	4
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 13.2		3	2020	1992	35	1
Track	Switches	Regional Rail	Airport	MP 7.70		3	2020	1980	35	3
Track	Switches	Regional Rail	Airport	MP 4.40		3	2020	2012	35	1
Track	Switches	Regional Rail	Airport	MP 4.80		3	2020	1980	35	6
Track	Switches	Regional Rail	Airport	MP 8.80		3	2020	1980	35	4
Track	Switches	Regional Rail	Chestnut Hill East	MP 5.35		4	2020	2015	35	5
Track	Switches	Regional Rail	Chestnut Hill West	MP 6.50		3	2020	1985	35	6
Track	Switches	Regional Rail	Chestnut Hill West	MP 0.80		3	2020	2013	35	5
Track	Switches	Regional Rail	Doylestown	MP 0.30		3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown	MP 3.30		3	2020	2010	35	1
Track	Switches	Regional Rail	Doylestown	MP 3.10		3	2020	2010	35	1
Track	Switches	Heavy Rail	Norristown High Speed Line	MP 12.2		3	2020	1993	35	1
Track	Switches	Regional Rail	Airport	MP 6.53		3	2020	1980	35	1
Track	Switches	Regional Rail	Airport	MP 4.20		3	2020	2012	35	1
Track	Switches	Regional Rail	Chestnut Hill East	MP 5.65		3	2020	1983	35	1
Track	Switches	Regional Rail	Chestnut Hill East	MP 10.5		3	2020	2012	35	4
Track	Switches	Regional Rail	Chestnut Hill West	MP 1.80		3	2020	1994	35	2
Track	Switches	Regional Rail	Doylestown	MP 1.25		3	2020	2017	35	1
Track	Switches	Regional Rail	Doylestown	MP 5.90		3	2020	1985	35	1
Track	Switches	Regional Rail	Doylestown	MP 9.40		3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown	MP 0.60		3	2020	1984	35	1
Track	Switches	Regional Rail	Doylestown	MP 0.20		3	2020	1985	35	2
Track	Switches	Regional Rail	Doylestown	MP 3.10		3	2020	1984	35	1
Track	Switches	Regional Rail	Media-Elwyn	MP 14.3		3	2020	1986	35	2
Track	Switches	Regional Rail	Media-Elwyn	MP 5.65		3	2020	1993	35	1
Track	Switches	Regional Rail	Media-Elwyn	MP 10.2		3	2020	1982	35	1
Track	Switches	Regional Rail	Media-Elwyn	MP 4.30		3	2020	1994	35	1
Track	Switches	Regional Rail	Warminster	MP 2.10		3	2020	1988	35	1
Track	Switches	Regional Rail	Warminster	MP 7.10		3	2020	2001	35	1
Track	Switches	Regional Rail	Warminster	MP 6.20		3	2020	2006	35	1
Track	Switches	Regional Rail	West Trenton	MP 11.6		3	2020	1986	35	2
Track	Switches	Regional Rail	West Trenton	MP 25.2		3	2020	1999	35	1
Track	Switches	Regional Rail	West Trenton	MP 17.3		3	2020	1994	35	2
Track	Switches	Regional Rail	Cynwyd	MP 4.50		3	2020	1988	35	1
Track	Switches	Regional Rail	Doylestown	MP 10.05		3	2020	2011	35	3
Track	Switches	Regional Rail	Doylestown	MP 0.2		3	2020	1985	35	1
Track	Switches	Regional Rail	Media-Elwyn	MP 14.10		3	2020	1988	35	2
Track	Switches	Regional Rail	Paoli-Thorndale	MP 4.2		3	2020	1993	35	15
Track	Switches	Regional Rail	Paoli-Thorndale	MP 23.8		3	2020	1995	35	12
Track	Switches	Regional Rail	West Trenton	MP 32.60		3	2020	2001	35	3
Track	Switches	Trolley	101, 102	MP 0.124		3	2020	1995	35	5
Track	Switches	Trolley	101, 102	MP 0		3	2020	1988	35	4
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Germantown		3	2021	1933	100	10
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Sedgwick		3	2021	1931	100	1

Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Washington Ln		3	2021	1907	100	1
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Wister		3	2021	1933	100	6
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East	Wyndmoor		4	2021	1931	100	8
Tunnels	Pedestrian	Regional Rail	Chestnut Hill East		MP 6.48	3	2021	1927	100	8
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	North Philadelphia		3	2021	1888	130	6
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	St. Martins		3	2021	1906	120	10
Tunnels	Pedestrian	Regional Rail	Chestnut Hill West	Tulpehocken		4	2021	1914	100	6
Tunnels	Pedestrian	Regional Rail	Main Line	Elkins Park		3	2021	1924	100	6
Tunnels	Pedestrian	Regional Rail	Main Line	Fort Washington		4	2021	2006	100	8
Tunnels	Pedestrian	Regional Rail	Main Line	Jenkintown		4	2021	1903	120	6
Tunnels	Pedestrian	Regional Rail	Main Line	Penllyn		2	2021	1930	100	8
Tunnels	Pedestrian	Regional Rail	Main Line	Wayne Junction		3	2021	2012	100	8
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	East Falls		3	2021	1912	100	6
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	Manayunk		3	2021	1923	100	10
Tunnels	Pedestrian	Regional Rail	Manayunk-Norristown	Norristown TC		3	2021	1931	100	9
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Clifton-Aldan		3	2021	1991	100	6
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1918	120	6
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1965	100	10
Tunnels	Pedestrian	Regional Rail	Media-Elwyn	Swarthmore		3	2021	1906	120	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Ardmore		3	2021	1925	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Bryn Mawr		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Devon		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Downingtown		3	2021	1999	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Haverford		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Malvern		3	2021	2011	100	10
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Merion		3	2021	2001	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Narberth		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Overbrook		4	2021	2003	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Radnor		3	2021	2001	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Villanova		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Wayne		4	2021	2009	100	6
Tunnels	Pedestrian	Regional Rail	Paoli-Thorndale	Wynnewood		3	2021	1920	100	6
Tunnels	Pedestrian	Regional Rail	Trenton	Bristol		2	2021	1930	115	10
Tunnels	Pedestrian	Regional Rail	Trenton	Levittwn-Tullytwn		5	2021	2003	100	8
Tunnels	Pedestrian	Regional Rail	West Trenton	Meadowbrook		3	2021	1912	115	6
Tunnels	Pedestrian	Regional Rail	West Trenton	Philmont		3	2021	1987	100	5
Tunnels	Pedestrian	Regional Rail	West Trenton	West Trenton		3	2021	1929	115	8
Tunnels	Pedestrian	Regional Rail	West Trenton	Yardley		5	2021	1997	100	8
Tunnels	Pedestrian	Regional Rail	Wilmington-Newark	Chester		3	2021	2000	100	10
Tunnels	Pedestrian	Regional Rail	Wilmington-Newark	Curtis Park		3	2021	1920	100	8
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1907	100	1
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1907	100	1
Tunnels	Railroad	Regional Rail	All Lines			3	2021	1984	50	1
Tunnels	Railroad	Trolley	10, 11, 13, 34, 36			3	2021	1928	100	1
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1972	200	224,106
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1930	200	287,665
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1928	200	2,240,068
Tunnels	Railroad	Heavy Rail	Broad Street Line & Spur			3	2021	1928	200	192,608
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1908	200	195,104
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1948	200	404,736
Tunnels	Railroad	Heavy Rail	Market-Frankford			3	2021	1974	200	54,112
Tunnels	Railroad	Regional Rail	Cynwyd	Wynnefield		4	2021	1902	200	1,744
Tunnels	Railroad	Regional Rail	Cynwyd	Wynnefield		4	2021	1902	200	3,488
Tunnels	Railroad	Regional Rail	Main Line	30th St.		3	2021	1895	200	15,680
Tunnels	Railroad	Regional Rail	Main Line	Market East		3	2021	1984	200	421,824
Tunnels	Railroad	Regional Rail	Main Line	Suburban Station		3	2021	1930	200	297,344
Tunnels	Railroad	Regional Rail	Media-Elwyn	30th St.		3	2021	1930	200	44,256
Tunnels	Railroad	Trolley	10, 11, 13, 34, 36	Subway Surface Tunnel		3	2021	1928	200	266,048
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur			3	2021	1928	40	1
Tunnels	ROW Access	Heavy Rail	Market-Frankford			3	2021	1928	30	1
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur			3	2021	1928	40	14

Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				3	2021	1928	40	1
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	23
Tunnels	ROW Access	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	3
Tunnels	ROW Access	Regional Rail	All Lines				4	2021	1984	45	6
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	75	3
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	75	10
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	75	17
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	2028	100	2
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	75	9
Tunnels	ROW Drainage	Regional Rail	All Lines				3	2021	1984	25	23
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				3	2021	1955	65	3
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	95	19
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	100	9
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	100	47
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1928	100	1
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				3	2021	1930	100	9
Tunnels	ROW Drainage	Regional Rail	All Lines				3	2021	1984	35	21
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				3	2021	1955	70	4
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	67
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	115	18
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	115	13
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	9
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	4
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	115	18
Tunnels	ROW Drainage	Regional Rail	All Lines				4	2021	1984	45	27
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				4	2021	1955	100	6
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	13
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	125	17
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	92
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1930	125	22
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	2
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	46
Tunnels	ROW Drainage	Heavy Rail	Broad Street Line & Spur				4	2021	1928	125	84
Tunnels	ROW Drainage	Heavy Rail	Market-Frankford				4	2021	1955	95	16
Tunnels	ROW Drainage	Heavy Rail	Market-Frankford				4	2021	1955	95	14
Tunnels	ROW Drainage	Regional Rail	All Lines				4	2021	1984	55	41
Tunnels	ROW Drainage	Trolley	10, 11, 13, 34, 36				4	2021	1955	95	6
Tunnels	Vehicle	Regional Rail	Main Line	30th St.			3	2021	1929	200	1,600
Tunnels	Vehicle	Regional Rail	Main Line	North Broad			3	2021	1928	75	768
Tunnels	Vehicle	Regional Rail	Main Line	Wayne Junction			3	2021	1900	75	432
Tunnels	Vehicle	Regional Rail	Paoli-Thorndale	Overbrook			3	2021	2003	75	6,240
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2013	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2019	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	8	7
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	9
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	108
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	10
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	8	32
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2019	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	8	30
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	8	38
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2020	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	8	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	8	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	8	1

[illegible]

Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2014	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1966	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2016	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2015	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1951	25	3
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	1981	25	1
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2000	25	2
Vehicles	Non-Revenue Vehicles	Regional Rail					3	2020	2008	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	2002	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	1948	25	1
Vehicles	Non-Revenue Vehicles	Trolley					3	2020	2010	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1990	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1994	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1996	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	35	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	25	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	30	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1995	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1988	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	30	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	30	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1984	14	7
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2012	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2001	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1986	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2017	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1996	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1999	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2001	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	22
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2011	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1985	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2017	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2013	14	1

Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2011	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2001	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2014	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2004	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1995	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2000	14	3
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1996	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	7
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2015	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	14	6
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2010	14	5
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2011	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	1984	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2004	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2012	14	2
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2002	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2008	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2013	14	4
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2003	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2004	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2006	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2004	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2005	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2016	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Bus					3	2020	2007	14	3
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2008	14	3
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2010	14	1
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2007	14	1
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2012	30	4
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	1985	30	1
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2011	14	2
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2009	14	1
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2010	14	3
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2016	14	5
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2018	14	1
Vehicles	Non-Revenue Vehicles	Heavy Rail					3	2020	2010	14	

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Vehicles	Revenue Vehicles	Bus					5	2021	2020	14	115
Vehicles	Revenue Vehicles	Bus					4	2021	2009	14	120
Vehicles	Revenue Vehicles	Bus					4	2021	2018	14	102
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	90
Vehicles	Revenue Vehicles	Bus					4	2021	2018	14	3
Vehicles	Revenue Vehicles	Bus					5	2021	2019	14	287
Vehicles	Revenue Vehicles	Bus					2	2021	2018	10	25
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	45
Vehicles	Revenue Vehicles	Bus					4	2021	2014	14	15
Vehicles	Revenue Vehicles	Bus					4	2021	2013	14	53
Vehicles	Revenue Vehicles	Bus					4	2021	2015	14	40
Vehicles	Revenue Vehicles	Bus					4	2021	2016	14	32
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1981	50	42
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1982	50	42
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1983	50	41
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1986	50	45
Vehicles	Revenue Vehicles	Paratransit					3	2021	2012	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2013	7	8
Vehicles	Revenue Vehicles	Paratransit					3	2021	2014	7	47
Vehicles	Revenue Vehicles	Paratransit					3	2021	2011	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2012	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2013	7	3
Vehicles	Revenue Vehicles	Paratransit					3	2021	2016	7	153
Vehicles	Revenue Vehicles	Paratransit					3	2021	2019	7	68
Vehicles	Revenue Vehicles	Paratransit					3	2021	2014	7	21
Vehicles	Revenue Vehicles	Paratransit					3	2021	2017	7	77
Vehicles	Revenue Vehicles	Paratransit					3	2021	2018	7	86
Vehicles	Revenue Vehicles	Regional Rail					5	2021	2018	30	15
Vehicles	Revenue Vehicles	Trolley					4	2021	1981	50	70
Vehicles	Revenue Vehicles	Trolley					4	2021	1980	50	71
Vehicles	Revenue Vehicles	Heavy Rail					2	2021	1998	30	73
Vehicles	Revenue Vehicles	Heavy Rail					2	2021	1997	30	74
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1999	30	73
Vehicles	Revenue Vehicles	Heavy Rail					4	2021	1993	35	26
Vehicles	Revenue Vehicles	Trolley					4	2021	2005	25	18
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1976	30	96
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1977	30	28
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1975	30	47
Vehicles	Revenue Vehicles	Regional Rail					4	2021	1974	30	60
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2010	30	27
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2011	30	52
Vehicles	Revenue Vehicles	Regional Rail					4	2021	2012	30	41
Vehicles	Revenue Vehicles	Trackless Trolley					4	2021	2008	18	38



APPENDIX B: Performance Targets



MEMORANDUM

TO: Scott Sauer
Chief Operating Officer

CC: David Montvydas
Kate O'Connor
Cleophas Crasto

FROM: Joseph Schade
Laura Zale

DATE: September 21, 2022

SUBJECT: 2022 Transit Asset Management Performance Measures
and Narrative Report (A-90)

The Federal Transit Administration (FTA) Final Rule on Asset Management (49 CFR Parts 625 and 630, or “the TAM Final Rule”) defined the term “state of good repair,” established the national framework for transit asset management, and established state of good repair performance measures. The performance measures include vehicle age beyond a useful life benchmark, percentage of facilities that are below a condition rating of 3 on the TERM (Transit Economic Requirements Mode) scale, and amount of the right-of-way under performance restrictions. Per the TAM Final rule, the performance targets are based on the agency’s current resources and investment plans. The targets look ahead one year and are constrained by procurement timing and existing capital funds.

The annual TAM targets, as well as an agency’s progress towards meeting these goals, are reported to the FTA through the National Transit Database. The initial targets were set in 2018. Starting in 2019, transit agencies were required to evaluate their performance against these established targets and submit an annual narrative report that provides a description of any change in the condition of its transit system from the previous year in relation to the targets. The agency is then required to establish new targets for the coming year.

This is SEPTA’s fourth narrative report prepared under the guidance of the TAM Final Rule. The asset management group has evaluated the age, condition, and performance of SEPTA’s assets, as well as planned maintenance and replacement activities and long-term agency goals. This memorandum report includes:

- an evaluation of SEPTA’s performance against the established 2022 targets;
- a narrative report to describe this progress; and
- establishes the 2023 performance targets.

Measure 1: Average Revenue Fleet Age: The useful life benchmarks (ULBs) for each subfleet have been established by the vehicle engineering department and are reevaluated with the asset management group annually. The ULBs reflect the maintenance group's experience, structural testing, manufacturers' specifications, and best industry practice. Most of SEPTA's buses are within their ULBs. The Market-Frankford Line cars and the light rail vehicles are approaching the end of their useful lives. A substantial number of commuter rail vehicles are beyond their ULBs. This does not mean that the vehicles are unsafe; however, additional maintenance may be required to allow these fleets to maintain service quality and performance.

Measure 1: Age of the Revenue Fleet Relative to the Useful Life Benchmark				
NTD Category/Subfleet	Useful Life Benchmark (years)	Proposed 2022 Target	2022 Measure	Proposed 2023 Target
AB: Articulated Bus	14	0%	0%	0%
BU: Bus	14 (12 for electric)	10%	9.2%	10%
HR: Heavy Rail Passenger Car	30 (MFSE), 35 (NHSL), 40 (BSS)	0%	0%	0%
SR: Light Rail Vehicle	45 (updated in FY 21)	0%	0%	0%
RL: Commuter Rail Locomotive	30	0%	0%	0%
RP: Commuter Rail Passenger Coach	39	0%	0%	0%
RS: Commuter Rail, Self-Propelled Passenger Car	39	66%	66%	66%
CU: Cutaway Car	10	0%	0%	0%
TB: Trolleybus	18	0%	0%	0%
VT: Vintage Trolley/ Streetcar	58	100%	100%	100%

Evaluation of 2022 Performance: SEPTA met the FY 2022 targets for all fleets. The Asset Management group worked with the engineers responsible for bus and rail maintenance and engineering to evaluate the ULBs for heavy rail and light rail vehicles. These ULB's, based on structural evaluations and performance metrics, are reflected in Table 1, above. One recent change is that SEPTA was able to extend the ULB of the light rail fleet due to condition and performance data. SEPTA also improved its bus fleet's measure from last year's measure for the percentage of its fleet falling beyond its useful live benchmark from 10.7% to 9.2%.

Planned Projects that Will Impact Future Measures and Targets: SEPTA has initiated a project to replace 220 buses, with an option to purchase an additional 120 buses. SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. Due to their condition, replacement of the Market-Frankford Line cars is of the highest priority. SEPTA also continues to work to secure funding to replace the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. SEPTA is in the early phases of a "Trolley Modernization" program, which includes the procurement of new light

rail vehicles, along with associated infrastructure and maintenance facility upgrades. In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA's vehicle overhaul (VOH) program. The VOH program is particularly important for the rail fleets, where most vehicles are approaching or have aged beyond their ULB.

Measure 2: Average Age of Non-Revenue Fleet: The performance measure for non-revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have met or exceeded their ULBs.

Measure 2: Age of the Non-Revenue Fleet Relative to the Useful Life Benchmark			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Automobiles	50%	41%	50%
Other Rubber Tired Vehicles	45%	45%	50%
Steel Wheel Vehicles	50%	50%	50%

SEPTA utility vehicles support transit and railroad operations, and include the following types of equipment:

- Utility vehicles for transit and paratransit supervisors and SEPTA police officers.
- Utility vehicles for inspection, maintenance, and construction of infrastructure. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

Evaluation of 2022 Performance: In recent years, several procurements have allowed SEPTA to reduce the average age of the automobile and van fleets. While many of the other vehicles are beyond their useful life benchmarks, SEPTA maintains the non-revenue fleet as a part of the vehicle overhaul program.

Planned Projects that Will Impact Future Measures and Targets: To have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition, and usage within the Authority. SEPTA's Capital Program allocates \$130.89M for renewal of the utility fleet between FY 2023 and FY 2034.

Measure 3: Average Condition of Facilities: The FTA requires transit agencies to evaluate all facilities on the TERM scale. (5.0 = new, 1.0= poor. Assets below a rating of 3.0 are not in a state of good repair.) Facilities are to be evaluated every 4 years.

Measure 3: Percent of Facilities Rated Less than 3.0 on the TERM Scale			
NTD Category	2022 Target	2022 Measure	Proposed 2023 Target
Passenger Facilities	3%	3%	5%
Maintenance and Administrative Facilities	5%	3.6%	5%

Evaluation of 2022 Performance: SEPTA maintains over 300 passenger facilities and 28 maintenance facilities. Many of these facilities were built in the late 1890's and the early 1900's. While most of these facilities are in fair to good condition, we observed that more of our facilities fell below a 3.0 rating in FY 2022. Measures have been taken to perform heavy maintenance with a focus on safety in these locations. During scheduled maintenance programs, improvements are made to maintain the facilities in a safe condition until funds for a larger capital improvement project can be allocated.

Planned Projects that Will Impact Future Measures and Targets: The major factors that impact the selection of facility investment projects include ridership, operational efficiencies, and ADA compliance. While some station projects include the complete reconstruction of the facility, the majority of station projects consist of both the renovation of existing facilities as well as the addition of features. These features include the construction of high-level platforms, ADA-compliant ramps and pedestrian crossings, replacements of roofs and major building systems, and installation of efficient lighting. SEPTA's 2023-2034 Capital Budget includes provisions of \$990.08M and \$419.72M for passenger and maintenance facilities, respectively. SEPTA continues to design improvements for Bristol, Hunting Park, and City Hall Stations, which are rated to be in poor condition.

Measure 4: Percentage of Track Segments with Performance Restrictions: The FTA requires transit agencies to report the percentage of the right of way that is operating under performance restriction on the first Wednesday of each month at 9:00 in the morning. An average is reported at the end of the year.

Measure 4: Percent of Guideway Under Performance Restriction			
NTD Mode	2022 Target	2022 Measure	Proposed 2023 Target
CR: Commuter Rail	10%	3.5%	10%
HR: Heavy Rail	5%	2.6%	5%
SR: Streetcar Rail	3%	0.7%	3%

Evaluation of 2022 Performance: The asset management group reviewed the weekly speed restriction reports and made note of the reasons that the restriction was implemented. The majority of SEPTA track speed restrictions are put in place because SEPTA is performing preventative maintenance, such as tie and surfacing or replacement of the overhead contact wires on the Regional Railroad. Other work to proactively bring the right of way to a state of good repair included the annual Trolley Tunnel Blitz and the Southwest Connection Improvement Program. None of SEPTA's bridges have a speed or a load restriction.

Planned Projects that Will Impact Future Measures and Targets: SEPTA's track is inspected twice a week. In the case of an observed condition that requires immediate action, SEPTA deploys crews to fix the issue as soon as possible. SEPTA proactively performs work on the right-of-way to maintain a state of good repair, such as the cyclical replacement of railroad tie timbers and overhead contact wire. As this work typically occurs during daylight hours (between 9:00 AM and 3:00 PM), SEPTA will always have some track under a speed restriction in this report. SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for FY 2023. SEPTA is performing several projects that will harden the guideway against extreme weather events, including stabilization of cut rock slopes, drainage improvement programs, dewatering systems for underground rail lines, and upgrading the signal system.

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PART's Financial Capacity Analysis

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Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
May 2, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, this serves as documentation that the Borough of Pottstown has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. The Borough understands that the COVID-19 pandemic has negatively impacted public transit. The Borough has received \$4,590,008 in Federal COVID-19 Relief Funding which provided economic assistance to American workers, businesses, and industries impacted by the pandemic. This relief funding has helped the Borough offset the negative financial impacts of the COVID-19 pandemic. As of May 1, 2024, the Borough has programmed 100% of its relief funding. As of February 2024, overall ridership has reached 69% of pre-COVID levels. Therefore, the Borough will require additional subsidies to maintain service levels as ridership continues to recover.

1) Scope of Operations

The Borough of Pottstown owns and contracts out service of Pottstown Area Rapid Transit (PART), serving Western Montgomery and Northern Chester County. PART serves the Borough of Pottstown, Lower, Upper, and West Pottsgrove, Douglass, Limerick, and North Coventry Townships. PART operates five fixed route vehicles and one paratransit vehicle in maximum service.

Overall ridership has reached 69% of pre-COVID levels. Individually, fixed route has reached 62% and paratransit has reached 76% of pre-COVID levels.

2) Financial Trends

Appendix A outlines the financial trends for the past two fiscal years, and budget for FY24-25. The contract for service has increased 2%, and the Borough has spent funds conservatively and expenses have remained level for the past two years.

The Borough has been able to meet its financial obligations and has no outstanding long-term or capital debt.

3) Current Conditions

The Borough strives to maintain no greater than a 2% increase per fiscal year. The funding received from the impacts of COVID-19 has allowed the Borough to continue doing so for at least the next two fiscal years.

As of July 1, 2024, the Borough plans to reserve 25% of PennDOT operating funds in a restricted account, allowing for the use of lapsing funds and remaining COVID-19 funds.

The Borough has been allocated Carbon Reduction Funds in the amount of \$800,000 to complete a bus shelter capital project. Design will begin in the summer of 2024.

4) Financial Projections

The Borough will continue to budget a 2% increase in expenses per fiscal year. In 2025, fixed route and paratransit service will be put out to bid. The increase in contract costs will be dependent upon bid prices received. In addition, the Borough will continue to set aside 25% of State operating funds into reserve.

Because Pottstown is now included in the Philadelphia census tract, the Borough will coordinate with SEPTA on the Federal allocation. Should the Federal allocation decrease, the Borough will utilize the restricted operating funds to cover any operating deficit.

5) Capital Program

The Borough will implement the bus shelter project, which is being funded by Carbon Reduction Funds, beginning in summer of 2024. This will include bus shelter replacement and amenities such as lighting, seating, and trash receptacles.

Additional capital improvement projects include:

FY2025 – Replacement of two paratransit vehicles - \$250,000

FY2026 – Replacement of outdated fareboxes and implementation of mobile ticketing - \$500,000

FY2027 – Replacement of lifts for maintenance of buses - \$25,000

FY2028 – Upgrades to the Transit Plaza including signage, benches, trash receptacles, lighting etc - \$100,000

The Borough will continue to seek out Capital funds from FTA and PennDOT for needs as required.

6) Financial Capability

The Borough of Pottstown has the financial capacity to carry out the projects included in the FY225-2028 Transportation Improvement Program.


The Borough receives Section 5307 funds from the Federal Transit Administration, as well as from other Federal and State entities. The Borough is familiar with meeting and fulfilling grant requirements. During the 2023 FTA Triennial Review, several deficiencies were identified. All but one have been closed out. The remaining Disadvantaged Business Enterprise deficiency is currently under review by the FTA Civil Rights Department.

The Commonwealth of Pennsylvania provides the Borough with both operating and capital assistance. PennDOT provides the state match for capital projects; the local match is provided by Montgomery and Chester counties. This funding is provided through the annual budget for each governmental organization.

Borough of Pottstown
Pottstown Area Rapid Transit (PART)
Financial Capacity Assessment and Certification
May 2, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, the Borough certifies that it has the financial capacity to provide services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).



Justin Keller, Borough Manager

PART Financials

	Acct. No.	ACCOUNT DESCRIPTION	2024/2025	2023/2024	2022/2023
	P.A.R.T. Fund 46				
KH	46.341.100	Interest	\$0.00	\$50.00	\$50.00
KH	46.341.200	Interest - restricted cash	\$0.00	\$25.00	\$25.00
		TOTAL INTEREST	\$0.00	\$7,500.00	\$75.00
KH	46.351.010	Federal Section 9 Operating	\$510,074.00	\$415,862.00	\$562,804.00
KH	46.351.013	Federal Grant - Capital Purchases	\$1,000,000.00	\$320,000.00	\$250,000.00
		TOTAL FEDERAL FUNDS	\$1,510,074.00	\$735,862.00	\$812,804.00
KH	46.354.100	PennDOT Operating	\$1,680,217.00	\$1,790,289.00	\$1,675,991.00
KH	46.354.200	Capital State Funds	\$19,442.00	\$80,000.00	\$0.00
KH		PennDOT Operating Reserve (Restricted)	\$560,072.00		
		TOTAL STATE OPERATING	\$2,259,731.00	\$1,870,289.00	\$1,675,991.00
KH	46.357.010	Local Match - Mont Co 85%	\$102,280.00	\$97,409.00	\$92,771.00
KH	46.357.011	Local Match - Chester Co 15%	\$18,049.00	\$17,190.00	\$16,371.00
		TOTAL LOCAL GOV GRANTS	\$120,329.00	\$114,599.00	\$109,142.00
KH	46.380.100	Miscellaneous Revenue	\$1,000.00	\$0.00	\$0.00
KH	46.380.200	PART Bus Pass Fees	\$27,500.00	\$21,250.00	\$20,500.00
KH	46.380.300	PART Bus Fare Box Revenue	\$200,000.00	\$231,750.00	\$225,000.00
KH	46.380.400	PART Charter and Other Revenue	\$0.00	\$0.00	\$0.00
KH		Transfer from General Fund - Capital Match	\$648.00		
		TOTAL MISC	\$229,148.00	\$253,000.00	\$245,500.00
KH	46.391.100	Sales of General Fixed Assets	\$0.00	\$0.00	\$0.00
		TOTAL SALES	\$0.00	\$0.00	\$0.00
KH	46.395.200	Refund - Current Years Expenses			
KH	46.395.200	Refund - Prior Years Expenses			
		TOTAL REFUNDS			
KH	46.399.100	Balance forwarded fr reserves (PTAF)			
	for enhancements	TOTAL BALANCE FORWARDED			
		TOTAL P.A.R.T. REVENUE -46	\$4,119,282.00	\$2,981,250.00	\$2,843,512.00
KH	46.401.460	Continuing Education -Contractual	\$0.00	\$0.00	\$0.00
KH	46.401.530	Subsidy to Fund 01 wages	\$30,000.00	\$25,000.00	\$23,795.00
		TOTAL ADMIN	\$30,000.00	\$25,000.00	\$23,795.00
KH	46.402.311	Accounting and Auditing Services	\$8,000.00	\$10,000.00	\$7,500.00
KH	46.402.390	Bank Charges	\$0.00	\$0.00	\$0.00
		TOTAL FINANCE	\$8,000.00	\$10,000.00	\$7,500.00
KH	46.404.314	Legal Expenses	\$1,500.00	\$1,500.00	\$1,500.00
		TOTAL LEGAL EXPENSES	\$1,500.00	\$1,500.00	\$1,500.00
RP	46.406.530	Subsidy to Fund 01 wages	\$8,500.00	\$8,500.00	\$6,211.00
		TOTAL HR	\$8,500.00	\$8,500.00	\$6,211.00
KH	46.408.313	Engineering	\$30,000.00	\$15,000.00	\$10,000.00
		TOTAL ENGINEERING	\$30,000.00	\$15,000.00	\$10,000.00
RP	46.409.374	Building Cost Allocations	\$1,000.00	\$1,000.00	\$6,961.00
		TOTAL BUILDING	\$1,000.00	\$1,000.00	\$6,961.00
KH	46.447.210	Office Supplies	\$1,500.00	\$2,000.00	\$2,000.00
KH	46.447.232	Fuel-vehicles	\$200,000.00	\$300,000.00	\$350,000.00
KH	46.447.241	General Operating Supplies	\$7,500.00	\$750.00	\$750.00
KH	46.447.260	Safety & Security Exp	\$15,000.00	\$15,000.00	\$12,500.00
KH	46.447.310	Professional Services	\$1,500.00	\$1,500.00	\$1,500.00
KH	46.447.325	Postage	\$250.00	\$250.00	\$250.00
KH	46.447.341	Advertising	\$10,000.00	\$13,500.00	\$13,000.00
KH	46.447.342	Printing -Schedules	\$21,000.00	\$21,000.00	\$20,500.00
KH	46.447.361	Electric - College Dr. Bus U-Turn	\$2,750.00	\$2,750.00	\$2,750.00
KH	46.447.380	Miscellaneous Services & Expenses	\$2,000.00	\$500.00	\$500.00
KH	46.447.420	Dues, Licenses, Subscriptions & Memberships	\$5,000.00	\$5,000.00	\$5,000.00
KH	46.447.425	Meetings, Seminars & Conferences	\$5,000.00	\$5,000.00	\$5,000.00
KH	46.447.540	P.A.R.T.	\$2,185,620.00	\$2,150,000.00	\$2,100,750.00
KH	46.447.740	Capital Purchase	\$1,020,090.00	\$400,000.00	\$250,000.00
		TOTAL TRANSIT COSTS	\$3,477,210.00	\$2,917,250.00	\$2,764,500.00
RP	46.488.196	Indirect Health Insurance	\$3,000.00	\$3,000.00	\$23,045.00
		TOTAL INDIRECT COSTS	\$3,000.00	\$3,000.00	\$23,045.00
KH	46.492.001	Transfer to General Fund	\$0.00	\$0.00	\$0.00
		TOTAL INTERFUND TRANSFERS	\$0.00	\$0.00	\$0.00
KH	46.499.100	Transfer to Reserves	\$0.00	\$0.00	\$0.00
		TOTAL FR RESERVES	\$0.00	\$0.00	\$0.00
		Total of Fund 46 expenses	\$3,559,210.00	\$2,981,250.00	\$2,843,512.00
		Total of Fund 46 revenues	\$4,119,282.00	\$2,981,250.00	\$2,843,512.00
		Less PennDOT Operating Reserve (Restricted)	\$560,072.00		
		Fund 46 revenues	\$3,559,210.00		

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Appendix C

Memorandum of Understanding on Procedures to Amend and Modify the TIP

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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 7/25/2024


**Deputy Secretary,
for PennDOT**

Date 7/25/2024


**General Manager,
for SEPTA**

Date 7-26-24

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MEMORANDUM OF UNDERSTANDING

Pennsylvania's Statewide Procedures for 2025-2028

Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2025-2028 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-aside, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-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.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19th, 2023 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2025 Guidance Documents.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs,

RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO'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, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the 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 objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues 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 STIP/TIP.

All projects within a nonattainment 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 the MPO/RPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$10 million for the Interstate Management (IM) Program;
 - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 1,000,000$;
 - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population $\geq 200,000$ but $< 1,000,000$;
 - \$2 million for the remaining areas;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An ***Administrative Modification*** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- 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.
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. A 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;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the MPO/RPO 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.

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.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is located to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as \$0.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

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.

We, the undersigned, hereby agree to the above procedures and principles:

ALICIA ESTHER
NOLAN

Digitally signed by
ALICIA ESTHER NOLAN
Date: 2023.09.06
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Ms. Alicia Nolan
Division Administrator
Federal Highway Administration

Date

Theresa "Terry" Garcia-Crews

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Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

Date

Larry S. Shifflet

Mr. Larry S. Shifflet
Deputy Secretary for Planning
Pennsylvania Department of Transportation

August 7, 2023
Date



Appendix D

Plan-TIP Project Evaluation Criteria

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PLAN-TIP

PROJECT EVALUATION CRITERIA



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

OCTOBER 2023





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.

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SUMMARY

The *Plan–TIP Project Evaluation Criteria* are used to evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050 Long-Range Plan* ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). There are two tiers to the evaluation: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs.

Screening

- ▶ Does the candidate meet the definition of an MRP? (see Appendix A)
- ▶ **Resiliency:** Is the project located in a 100- or 500-year floodplain?
- ▶ **Sustainability:**
 - › **Roadway and Transit Network Expansion:** Is the project consistent with the regional land use vision?
 - › **Roadway Network Expansion:** Is the project consistent with the regional Congestion Management Process (CMP)?
- ▶ **Equity:** Is the project potentially burdensome for populations of interest under Environmental Justice (EJ) and/or does it equally distribute benefits experienced by populations under Title VI?

Evaluation Criteria

Projects that advance through the screening are evaluated by ten criteria. The Financial Planning Subcommittee voted to apply weights to the criteria [shown in brackets]. These weights are multiplied by each project's rating from a rating scale developed

for each criterion which are summed to determine a total benefit points score.

■ Environmental Criteria

- ▶ **Impervious Surface Coverage [5.5%]** – Aligns with Plan goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, and can receive bonus points by incorporating green design techniques.
- ▶ **Greenhouse Gas Emissions and Air Quality [7.2%]** – Pertains to the Plan's goals to attain net-zero greenhouse gas (GHG) emissions by the year 2050, reduce vehicle miles traveled (VMT), and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. MRPs score based on their ability to reduce VMT.

■ Communities Criteria

- ▶ **Centers and Form [13.7%]** – Supports the Plan's goals to focus growth in mixed-use, walkable Centers across the region; promote

vibrant main streets and downtowns, and live/work opportunities; and PM-3. Projects score based on location relative to Plan and Freight Centers, and regional Development Intensity Zones (DIZ) based on density and proximity.

- **Equity Benefits and Burdens [12.4%]** – Applies to the Plan’s goals to foster racially and socioeconomically integrated communities and advance EJ for all the region’s inhabitants. Candidates score based on a set of potential benefits and burdens and the concentration of historically and currently marginalized populations living within the project’s limits.

■ Transportation Criteria

- **Safety [23.2%]** – Corresponds to the Plan’s goal to achieve Vision Zero—no transportation-related deaths or serious injuries—by 2050 and meet transit and roadway safety PM targets. Roadway projects score by implementing safety strategies with high-crash reduction potential, and by addressing department of transportation (DOT)-identified high-crash locations, crashes in communities of concern, or safety concerns on a city, county, or regionally identified high-injury network. Transit projects score by implementing safety strategies at locations with documented safety issues.
- **Facility / Asset Condition [12.5%]** – Relates to the Plan’s goal to rebuild and modernize the region’s transportation assets and meet transit and roadway asset condition PM targets. Projects score by being consistent with lowest life-cycle cost analysis (LLCA) recommendations in pavement and bridge asset management models or by improving the state-of-repair for transit assets.

■ Economic Criteria

- **Connectivity [8.3%]** – Considers project benefits to the overall transportation system, the Plan’s multimodal transportation network vision, and ability to meet PM-3

targets. TIP candidates score by enhancing existing or making new connections. MRPs score by analyzing their potential to increase job accessibility.

- **Reliability [6.9%]** – Reflects Plan goals to increase reliability and mobility, reduce congestion and VMT, and meet PM-3 targets. Projects score by being on or surrounded by roads with a high Planning Time Index (PTI) or improving on-time performance for fixed guideway transit routes.
- **Congestion Management [6.4%]** – Aligns with the Plan’s goals to increase reliability, reduce congestion and VMT, and meet PM-3 targets. Projects score based on location in a CMP congested subcorridor only if they implement a CMP strategy appropriate for that subcorridor.
- **Truck Volumes [3.9%]** – Relates to the Plan’s goal to improve global connections by facilitating goods movement, intercity connections, and access to aviation as well as support PM-3 targets. Candidates rate based on the number of daily trucks using the facility, if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.

Ranking Projects

The criteria scores are summed to determine total benefit points. The candidates are then ranked by:

- total benefit points;
- total benefit points to capital cost;
- total benefit points to capital cost per multimodal user; and
- total benefit points to capital plus additional operating and maintenance costs per multimodal user.

These four rankings are also averaged and the results are provided to the Financial Planning Subcommittee to provide a data-informed analysis for which candidates to prioritize for funding in the TIP and Plan.

BACKGROUND

The Delaware Valley Regional Planning Commission (DVRPC) is federally mandated to produce a long-range plan ('Plan') that identifies a vision for the orderly growth and development of the nine-county, bi-state Greater Philadelphia region. DVRPC is also federally charged to create a Transportation Improvement Program (TIP) that identifies all transportation projects eligible for federal funding, although it is not a guarantee of funding. Both of these documents are critical to identify, prioritize, plan, design, and implement regional transportation projects.

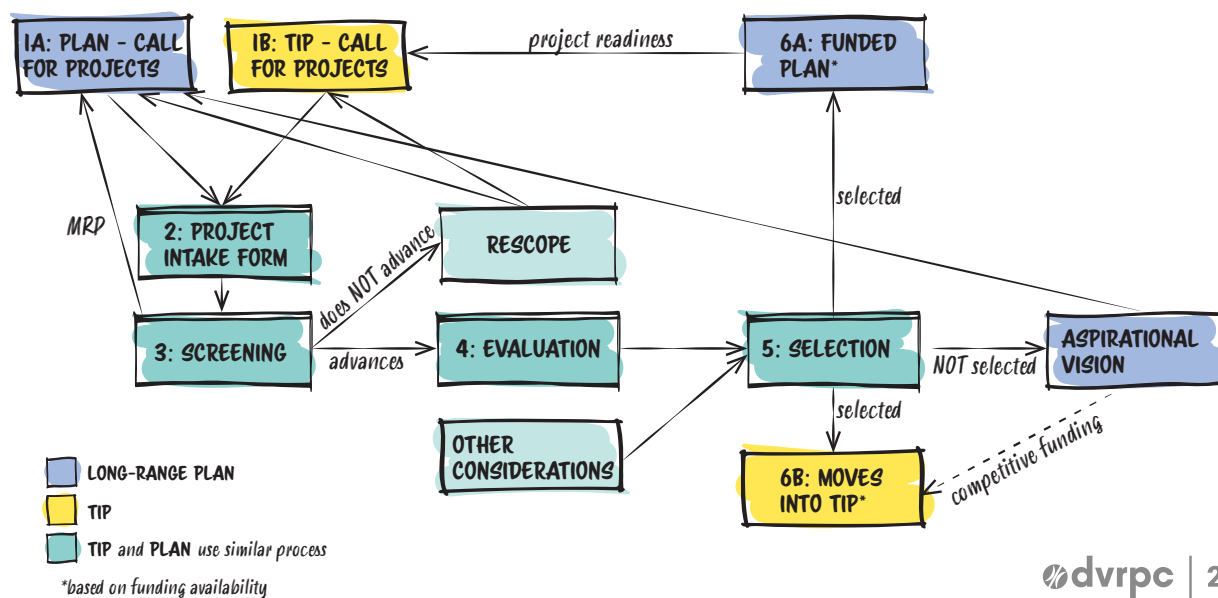
The *Plan-TIP Project Evaluation Criteria* is a tool for data-informed investment decisions for new candidate transportation projects in the TIP and most candidate Major Regional Projects (MRPs) in the Plan that have not used federal funding to date. At a minimum, the criteria are needed to meet the Federal Highway Administration (FHWA) requirements to use a project evaluation process for selection of projects to be programmed in the TIP and the Plan. Beyond that, the criteria are seen as an effective way to inform regional decision making to ensure that transportation investments: (1) align with the vision and goals of the *Connections 2050 Long-Range Plan for Greater Philadelphia*; and (2) help achieve FHWA and Federal Transit Administration (FTA) Transportation Performance Management (TPM) performance measure targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans.

The criteria are one part of DVRPC's project identification and selection process for both the TIP and the Plan, see Figure 1. This process starts with a call for projects to the MPO's planning partners via a project intake form that asks project sponsors to provide relevant data needed for project evaluation. The initial step of project evaluation is a screening to test for consistency with the Plan's vision and goals and to ensure MRPs are funded in the Plan before moving into the TIP. Some projects that do

not pass portions of the screening are excluded from the evaluation and are not included in the Plan or TIP.

Candidates that pass the screening undergo an evaluation to score their relevance to the Plan's goals and TPM measures. The results are used along with other considerations—geographic equity, regional and local priorities, stakeholder support, funding eligibility, performance-based planning and asset management, project readiness, ability to leverage other investments, and system-level Environmental Justice (EJ) analysis—to select projects. Requirements for fiscal constraint, where neither the long-range plan nor the TIP can plan to spend more on transportation investments than its reasonably expected revenue, serves as a limit to how many projects can be included in each. Project selection is facilitated by DVRPC staff with decisions ultimately made by planning partners that represent the MPO's governing board. MRPs that pass the screening are then evaluated with the criteria. Those that the Financial Planning Subcommittee recommends and then the Board selects to be funded within reasonably anticipated revenue are listed in the Funded Plan. Those that cannot be afforded within fiscal constraint are generally shown in the Plan through an aspirational, unfunded vision list. These projects can advance into the funded Plan or TIP if additional funding, including competitive funding, becomes available.

Figure 1: Project Identification, Evaluation, and Selection Process



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MRPs funded in the Plan can move into the TIP based on project readiness and funding availability. These projects are reevaluated as part of the TIP project selection process.

The *Plan–TIP Project Evaluation Criteria* are designed to be mode neutral to roadway, transit, bike, pedestrian, and freight projects in order to evaluate and compare a variety of project types—road and transit preservation, operational improvements, and network expansion, along with non-motorized projects—and to be used in both the New Jersey and Pennsylvania counties in the DVRPC region. The evaluation is meant to highlight some of the trade-offs that occur within a given investment or set of investments, as the region strives to develop a diverse set of projects that support and advance equity, sustainability, and resiliency. The criteria draw from many existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP).

Externally funded and competitively funded projects are shown in the TIP and the Plan, but are not

included in the evaluation process.¹ Table 1 lists project categories and whether and when they are evaluated in both the TIP and Plan development. Bridge and pavement preservation and Circuit Trail network projects are not evaluated in the Plan. While asset management models predict which bridges and pavement segments will be most in need of repair in the future, actual performance may vary from these predictions. MRPs that incorporate system preservation elements along with substantial safety, operational improvements, system expansion, or green transportation are evaluated in the Plan. Likewise, challenges in right-of-way acquisition, obtaining funding for design, and determining maintenance and operations responsibility makes it difficult to determine when specific Circuit Trails segments will be ready for construction. Instead, funding is set aside in the Plan for these project categories—not assigned to explicit projects—and projects are evaluated as they are ready to move into the TIP. Substantive Safety, Operational Improvements, System Expansion, non-Circuit Green Transportation roadway, and all transit

¹Externally funded projects are largely developed outside the regional planning process and are funded by a sponsoring transportation funding authority such as a tolling authority. Competitively funded projects receive grant dollars outside of the region's regular formula funding, through Pennsylvania's Multimodal Fund, New Jersey's Local Freight Infrastructure Fund, and federal competitive grant programs such as through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA).

Table 1. Non-MRP and MRP Evaluation in TIP and Plan Updates

PROGRAM	PROJECTS EVALUATED	PROJECTS NOT EVALUATED
TIP	<ul style="list-style-type: none"> ▶ All new non-Interstate Management Program (IMP) candidates 	<ul style="list-style-type: none"> ▶ IMP projects^a ▶ Projects funded in existing TIP ▶ Externally and competitively funded projects
PLAN	<ul style="list-style-type: none"> ▶ Most new candidates that meet the definition of a Major Regional Project (MRP); exceptions listed in Plan Projects Not Evaluated cell to the right^b 	<ul style="list-style-type: none"> ▶ IMP projects ▶ System preservation projects^c ▶ Circuit Trail projects^d ▶ Existing MRPs that have utilized federal funding^e ▶ Externally and competitively funded projects

Notes

^a The IMP applies only to Pennsylvania. Projects in this program fund Interstate pavement and bridge preservation projects, which are identified, evaluated, and selected by PennDOT at the state level.

^b See Appendix A for MRP definitions.

^c System preservation projects are shown in an 'illustrative' list in the Plan. These projects are consistent with the Plan's vision and goals and can advance into the TIP based on project readiness, funding availability, and regional prioritization. MRPs where roadway preservation is only one element within a larger scope are (re)evaluated as part of Plan development.

^d Circuit Trail projects are shown in an 'illustrative' list in the Plan. These projects are consistent with the Plan's vision and goals and can advance into the TIP based on project readiness, funding availability, and regional prioritization.

^e MRPs that have spent federal funds are not re-evaluated in order to avoid federal reimbursements.

Source: DVRPC, 2023.

candidates that meet the definition of an MRP and are seeking federal and state formula funding through DVRPC are evaluated using the Plan (MRP) version of this criteria. Projects that have spent federal dollars are not reevaluated, in order to avoid the risk of having to repay federal funds.²

Some funding sources require more specific project criteria to evaluate candidate projects, and those will continue to be used as necessary. Some specific funding programs that have developed their own criteria for use in conjunction with, or in place of, the *Plan-TIP Project Evaluation Criteria*. These include the Transportation Alternatives Set Aside (TASA), the Highway Safety Improvement Program (HSIP), and CMAQ.³ Several of these programs are vital to constructing Circuit Trail network segments.

Criteria Development Process

DVRPC worked with the Financial Planning Subcommittee of the RTC to update and set weights to the criteria through a consensus-driven process. Criteria development followed good project evaluation practices that:

- ▶ avoid measuring the same goal(s) multiple times,
- ▶ are more quantitative than qualitative,
- ▶ use readily available data with a strong likelihood of continued availability,
- ▶ consider network-level interactions, and
- ▶ use simple and understandable criteria.

² Once a project has spent federal money for any phase (from preliminary engineering to construction) it starts a federal clock to be complete within ten years. Projects not completed within 10 years have to repay the federal funds they have spent to date. MRPs that have spent federal funds are considered to be 'federalized', and are not reevaluated in each long-range plan update.

³ The Carbon Reduction Program created by the IIJA is likely to develop a specific set of project evaluation criteria in the future.

In addition, DVRPC staff and the Financial Planning Subcommittee developed a set of objectives for this update:

- ▶ Simplify the evaluation process and increase weights of key criteria.
- ▶ Communicate results more clearly.
- ▶ Improve alignment with the vision and goals of the *Connections 2050* Plan, specifically:
 - › Incorporate Vision Zero goals into Safety.
 - › Apply Lowest Life-cycle Cost Analysis (LLCA) to Facility / Asset Condition.
 - › Include resiliency.
 - › More directly account for greenhouse gas (GHG) emissions as part of a net-zero emissions goal by 2050.
- ▶ Strengthen ties to FHWA and FTA TPM performance measures and targets.
- ▶ Add TIP screening for eligibility to use federal funds, and check if a candidate is an MRP that should be first funded in the Plan before moving into the TIP.
- ▶ Expand the equity / EJ criterion through separate benefits and burdens analyses.
- ▶ Incorporate the *Dispatches from Alternate Futures* scenarios and a new Development Intensity Zones (DIZ) regional transect.

Not all of these objectives were achieved in this update. For example, the *Dispatches* scenarios were unable to be incorporated.

Development of the criteria and goals for the update were shaped by *The State of the Practice: A Study of DVRPC's Peer Metropolitan Planning Organizations' Long-Range Plans* (DVRPC publication #23109). This effort included the preparation of a *State-of-the Practice in MPO Long-Range Planning: Project Evaluation* technical memo (DVRPC publication #23112) detailing the project evaluation practices of the 14 peers identified in this research.

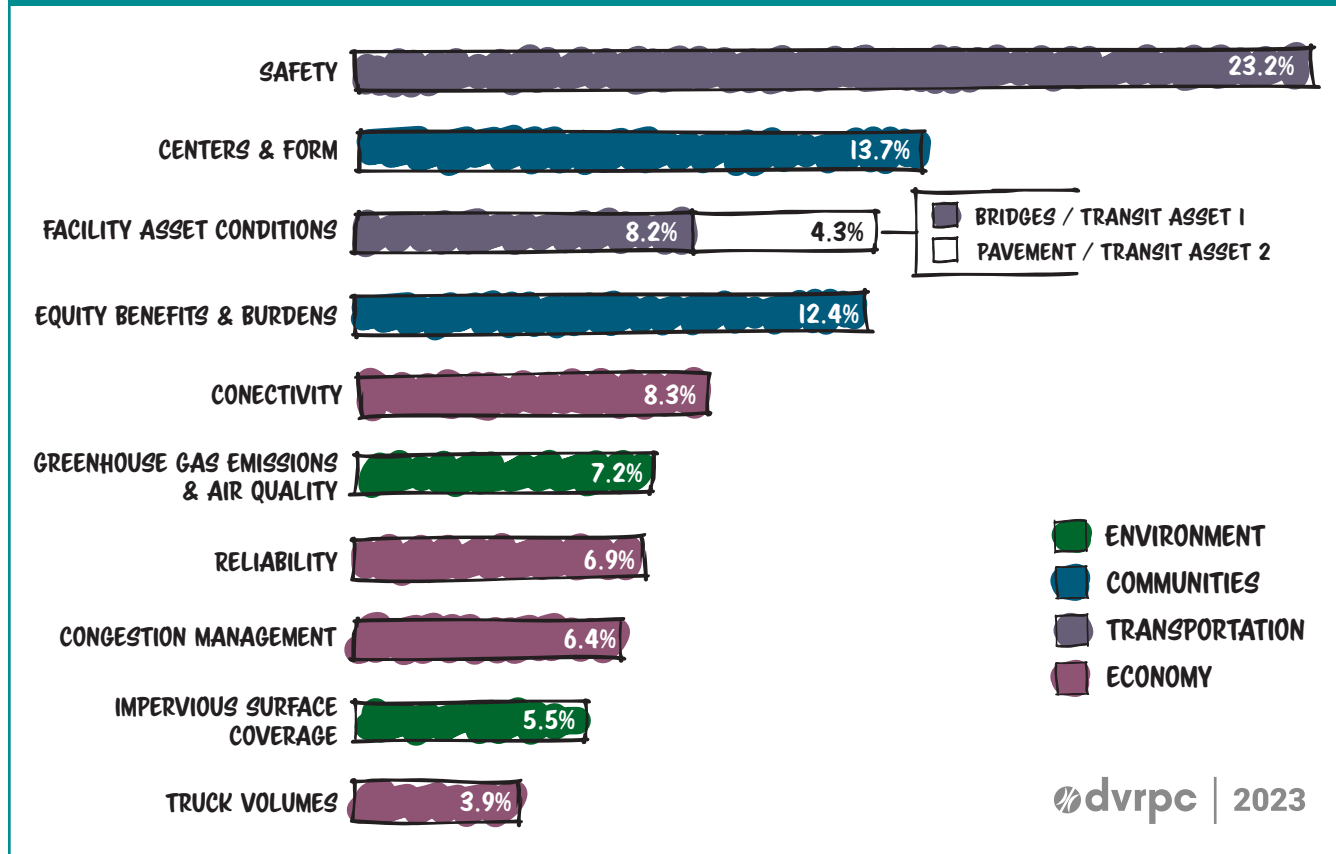
The subcommittee met 14 times as part of this

update and reviewed draft materials before they were finalized. These meetings also included an update to how projects are categorized in the TIP and Plan, a listening session for the subcommittee to talk about the previous set of criteria and ideas they have for improving them, and a DVRPC staff presentation of what's working and where there are opportunities to improve the current criteria. Each individual screening and evaluation criterion were presented and discussed over a series of three separate meetings. The first meeting presented an initial draft of the proposed criterion, followed by a discussion and suggestions made by the subcommittee. The second meeting presented the revised criteria based on subcommittee suggestions, gave more time for discussion and review, and then held a vote on where the subcommittee stood on the criteria as proposed and revised. The third meeting presented any additional changes based on the second meeting, followed by an ask for subcommittee consensus on the project. One criterion failed to achieve consensus on its first round, and went through a major revision before it was repropose. The final subcommittee meeting set weights for the evaluation criteria. The DVRPC Board adopted the October 2023 update to the *Plan-TIP Project Evaluation Criteria* on October 26, 2023.

Figure 2 summarizes the final set of criteria and their weights. The criteria were weighted through pairwise comparison voting by members of the Financial Planning Subcommittee, using a proprietary software program called Decision Lens. In each pairwise comparison, voting members compare two indicators in a head-to-head vote to determine which of the two is more important and by how much. Voting results are tallied to weight each criterion. The weights are a reflection of the relative importance placed on each criterion by the subcommittee.

Two of these criteria—connectivity and impervious surface coverage—are new to the evaluation. They were identified through DVRPC's *State-of-the-*

Figure 2. TIP-Plan Project Benefit Criteria Weighting



Practice research. The other eight are carried over from the previous iteration, but have undergone some degree of revision in order to improve the overall evaluation process. Larger changes occurred with Safety, Centers and Form, Facility / Asset Condition, Equity Benefits and Burdens, and Greenhouse Gas Emissions and Air Quality. Safety separates out and scores now only for substantive strategies, which are more likely to reduce transportation fatalities and serious injuries. Centers and Form incorporates the new regional DIZ transect. Facility / Asset Condition moves from a worst-first approach to project prioritization to one based on LLCA as determined by state DOT asset management models. Equity benefits and burdens considers how different types of transportation projects impact communities with high Indicators of Potential Disadvantage. Greenhouse Gas Emissions and Air Quality now measures anticipated emissions impacts from all types of projects.

Each criterion has a detailed rating scale that shows how a project is scored. The rating is multiplied by the criterion's weight and then summed for all the criteria to arrive at a total benefits score for each candidate.

The next sections detail the use of DVRPC's travel demand model to evaluate MRPs and show the relationships between the criteria and federal TPMs. After that, the screening analysis steps are detailed, followed by in-depth rating scales for each criterion. The evaluation concludes with four different ranking systems that compare results: total benefit points determined by the criteria, total benefit points to capital costs, benefit points to capital cost per multimodal facility or asset user, and benefit points to capital plus additional operating and maintenance costs per multimodal user. A fifth ranking system considers how the project scored on average across these four approaches. The results

of these analyses are published as part of the TIP and Plan documentation.

Modeling Major Regional Projects

Greenhouse Gas Emissions and Air Quality (measuring VMT) and Connectivity (measuring accessibility to jobs) criteria use regional-level activity-based travel demand model outputs for MRPs. In addition, Truck Volumes are based on facility level model results for new roads, while new transit facilities utilize the model's projected ridership for multimodal use in the project ranking.⁴ Each MRP that is not yet federalized is run for the AM peak period (6:00 - 10:00 AM) in the year 2050, and compared with the "no-build" results for the same time period.⁵ The no-build analysis incorporates the existing transportation network at the time of analysis, all existing and committed TIP projects with construction dollars that fully fund the project scope in the Pennsylvania twelve-year program and the New Jersey ten-year program, and all toll authority projects listed in the Plan's Externally Funded Projects—Funded Plan table. Existing projects are already built and open to traffic and committed projects are those in the TIP with construction funds programmed. More specific details on the use of travel demand model data outputs can be found in the Greenhouse Gas Emissions and Air Quality, Connectivity, Truck Volumes, and Ranking Projects sections. MRPs use TIP scoring methods if modeling analysis cannot be performed. Each project's study area in the Travel Demand model is defined by a one-mile buffer around the Census blocks that the project is located within. The model data reported will then compare the build–no-build differences within that study area. Project study areas will not overlap in the same model run.

Relationships Between Evaluation Criteria and Transportation Performance Management

The evaluation criteria align with the TPM metrics, but cover a wider geography since they are applied to all types of facilities—including roads, transit, bike and pedestrian facilities, and other types of transportation infrastructure. Table 2 identifies how the evaluation criteria correspond to the various TPM measures. A key difference between the two is that the TPMs measure system-level performance, while the evaluation criteria compare how proposed transportation investments meet various regional goals, including meeting TPM targets, at the facility level. A second major difference is the TPM metrics specify specific geographies and facilities, while the evaluation criteria aim to evaluate any publicly funded road, transit, or bike pedestrian infrastructure.

⁴ Multimodal use is defined in the 'Ranking Projects' section.

⁵ Federalized projects have spent federal dollars on any phase. These projects are not included in the evaluation. See Table 1 and associated text for more information.

Table 2. Relationships Between Project Evaluation Criteria and Transportation Performance Management (TPM) Metrics

TPM AREA	TPM METRIC(S)	TPM GEOGRAPHY	RELATED EVALUATION CRITERIA
SAFETY (PM-1)	Number of Fatalities	All public roads	Safety
	Fatality Rate (per 100 million VMT)		
	Number of Serious Injuries		
	Serious Injury Rate (per 100 million VMT)		
	Number of Non-Motorized Fatalities and Serious Injuries		
BRIDGE AND PAVEMENT CONDITION (PM-2)	Good Pavement Miles	Interstates and National Highway System (NHS)	Facility / Asset Condition
	Poor Pavement Miles	Interstates and NHS	
	Good Bridge Deck Area	NHS	
	Poor Bridge Deck Area	NHS	
SYSTEM PERFORMANCE (PM-3)	Non-Single Occupant Vehicle Commute Modeshare	Urbanized Areas (UZAs)	Connectivity
	Person-Miles Traveled with Reliable Travel Times	NHS	Reliability, Congestion Management
	Peak-Hour Excessive Delay	Peak periods for all NHS facilities in UZAs	Reliability, Congestion Management
	Truck-Travel Time Reliability	Interstates	Reliability, Congestion Management, Truck Volumes
TRANSIT ASSET MANAGEMENT	Rolling Stock	Revenue vehicles	Facility / Asset Condition
	Equipment	Non-revenue vehicles	
	Facilities	Passenger, administrative, and maintenance facilities	
	Infrastructure	Rail track	
TRANSIT SAFETY	Fatalities	Entire transit service area	Safety
	Injuries		
	Safety Events		
	System Reliability		

Source: DVRPC, 2023.

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SCREENING CRITERIA

The first component of the evaluation is to screen candidates in order to ensure that major regional projects are funded in the Plan before moving into the TIP, and to test for consistency with the *Connections 2050* principles of equity, resiliency, and sustainability. The screening is used to filter out some projects that are inconsistent with the Plan's vision and policies, flag projects for further analysis or public engagement, and ensure MRPs are funded in the Plan before being programmed in the region's TIP. Candidates that do not pass the screening are not listed in the Plan's aspirational vision project list.

Screening for TIP Candidates Only

MRP Screening

Does the candidate meet the definition of an MRP?⁶

1. If yes, is it funded in the current Board-adopted Long-Range Plan?
 - a. If yes, the candidate project advances.
 - b. If no, the candidate must first be funded in the Plan before it can be added to the TIP. Project may advance with a concurrent Plan amendment, with the agreement of a state department of transportation (DOT), transit agency, or other implementation agency.
2. If no, project advances.

Screening for Plan and TIP Candidates

Resiliency Screening

Is the project located in a 100- or 500-year Federal Emergency Management Agency (FEMA) floodplain (see Figure 3)?

1. If yes, the project advances, but it is flagged for environmental mitigation design needs and higher costs.

⁶ See Appendix A for *Connections 2050* MRP definitions.

2. If no, the project advances.

Sustainability Screening

Consistency with regional land use vision (Roadway and Transit Network Expansion Only):

Is the candidate located in, or does it provide access to, an area marked as appropriate for development on the Plan's Land Use Vision map? Appropriate areas are shown in Figure 4 as Centers (red shading), Infill and Redevelopment (tan shading), or Emerging Growth (yellow shading).

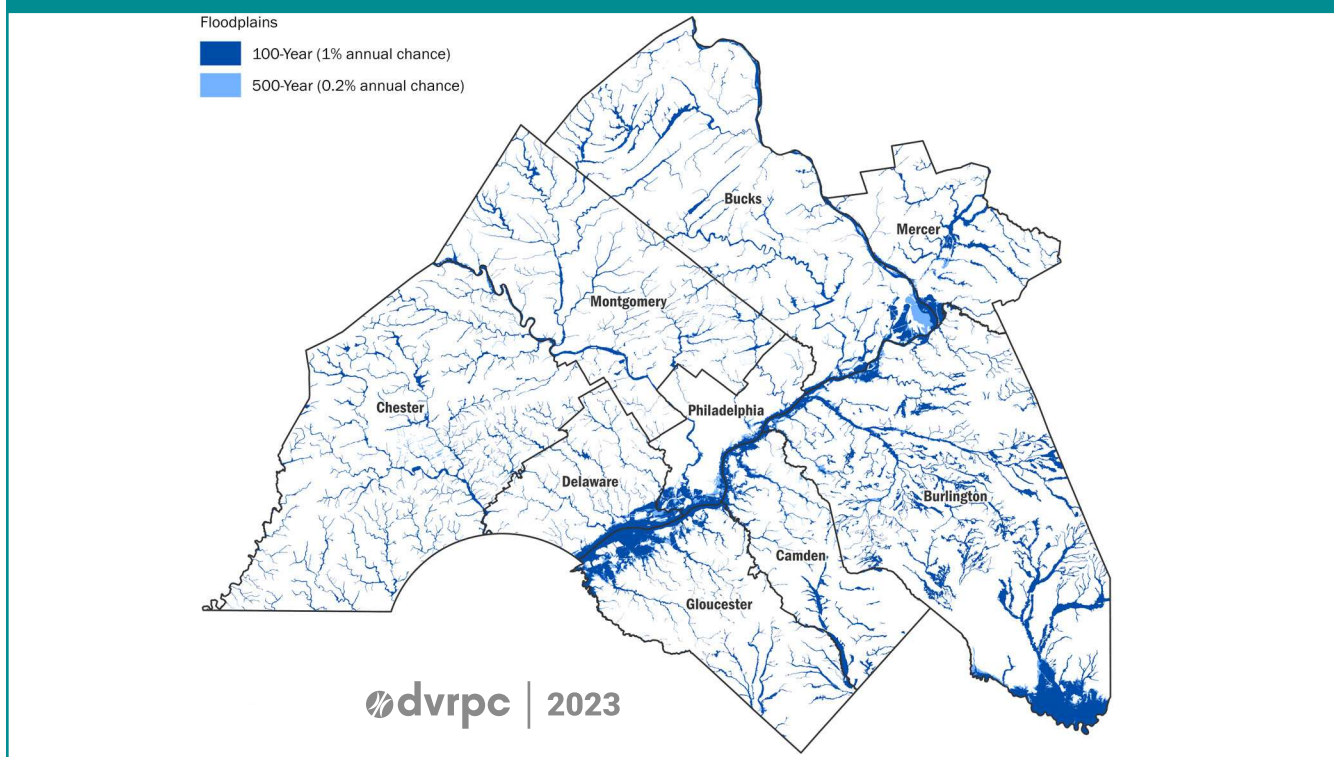
- ▶ Limited access roadways: All new interchanges located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- ▶ Non-limited access roadways: At least 75 percent of total project limits in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- ▶ Transit fixed guideway rail and Bus Rapid Transit: At least 75 percent of new station stops located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.

Projects inconsistent with the Land Use Vision are excluded from further evaluation.

Consistency with the regional CMP (Roadway Network Expansion Only):

Is the project located on a facility where major single-occupant vehicle (SOV) capacity-addition

Figure 3. 100-Year and 500-Year Floodplains in Greater Philadelphia



is listed as a very appropriate or secondary appropriate strategy for the primary CMP subcorridor area and the roadway is the primary subcorridor area facility identified in the subcorridor area name. (see Figure 5)?⁷

1. If the project is not located in a CMP corridor, or if adding SOV capacity is not a strategy for the subcorridor where the project is located, the project must follow the *CMP Procedures Manual* before it can be considered in this evaluation.
 - a. If a proposed project adds major SOV road capacity outside of a CMP congested corridor, then a detailed analysis must be conducted.⁸ The Plan and TIP development processes consider this analysis and how it compares to other capacity-adding projects funded in the region.

EJ Screening

Is the project potentially burdensome for populations of interest under EJ?⁹

- a. If candidate is located in or within a quarter-mile of a census tract where Racial Minority (see Figure 6), Ethnic Minority (see Figure 7), or Low-Income population (see Figure 8) are above average or well above average in DVRPC's Indicators of Potential Disadvantage (IPD) webmap go to 'b.' Project advances if not located in one of these communities.
- b. If potential Equity Benefits \geq potential Equity Burdens, candidate project advances.
- c. If potential Equity Benefits < potential Equity Burdens:
 - i. Project advances if there has been (or will be for a Plan MRP) documented community

⁷ Primary subcorridor refers to the CMP corridor with the largest percentage of the project's limits, with consideration for the most appropriate subcorridor for the specific location if there are overlapping subcorridors.

⁸ For projects located outside a subcorridor and facility listed as appropriate for SOV capacity addition, the required *CMP Procedures* analysis steps are: (1) Does the project advance the goals and strategies of the regional long-range plan and adopted plans of the municipality(s) or county(ies)? (2) Does the facility or nearby road contain a Travel Time Index greater than 1.5, and a Planning Time Index greater than 3.0 for the peak hour? (3) Is the volume-to-capacity ratio of the facility, or nearby road, equal to or greater than 0.85 for the peak hour? (4) Is the project in an emerging growth corridor? (5) Are congested conditions going to be remedied by the proposed project? (6) How does congestion along the larger facility or corridor area change under the no-build and build scenarios? (7) What are the probable land use changes attributable to the project, and how would these changes likely impact future traffic? (8) As part of the federal regulations, does the project identify all reasonable strategies to manage SOV capacity effectively (or to facilitate its management in the future)? (9) How are the strategies evaluated chosen?

⁹ This screening follows U.S. DOT guiding principles for EJ "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations," consistent with the Plan's Equity principle.

Figure 4. Connections 2050 Land Use Vision

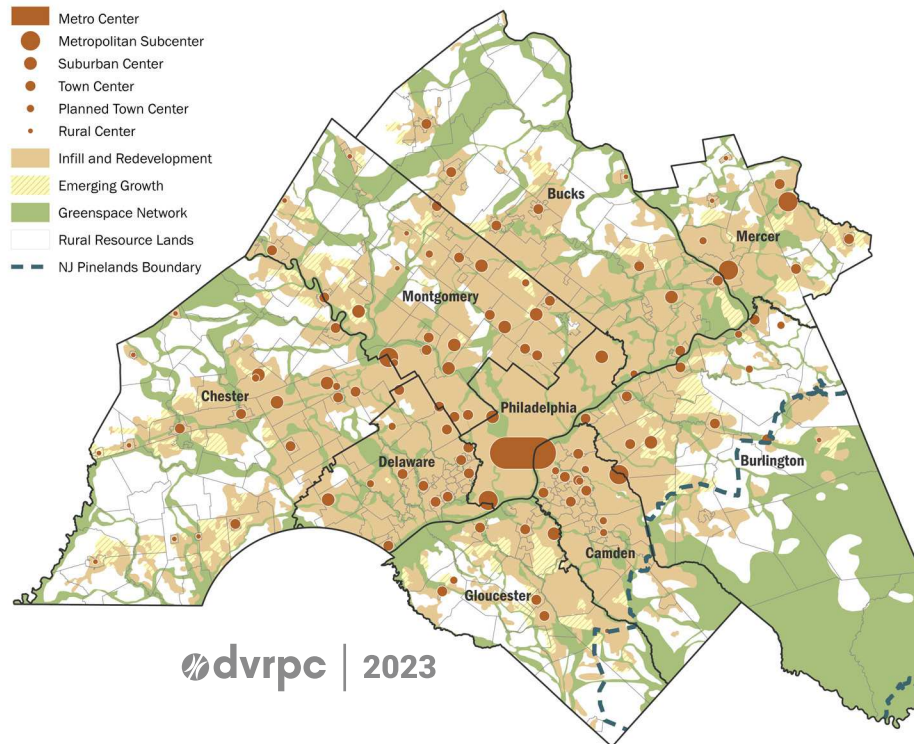


Figure 5. CMP Subcorridors with Facilities that have Roadway SOV-Capacity as an Appropriate Strategy

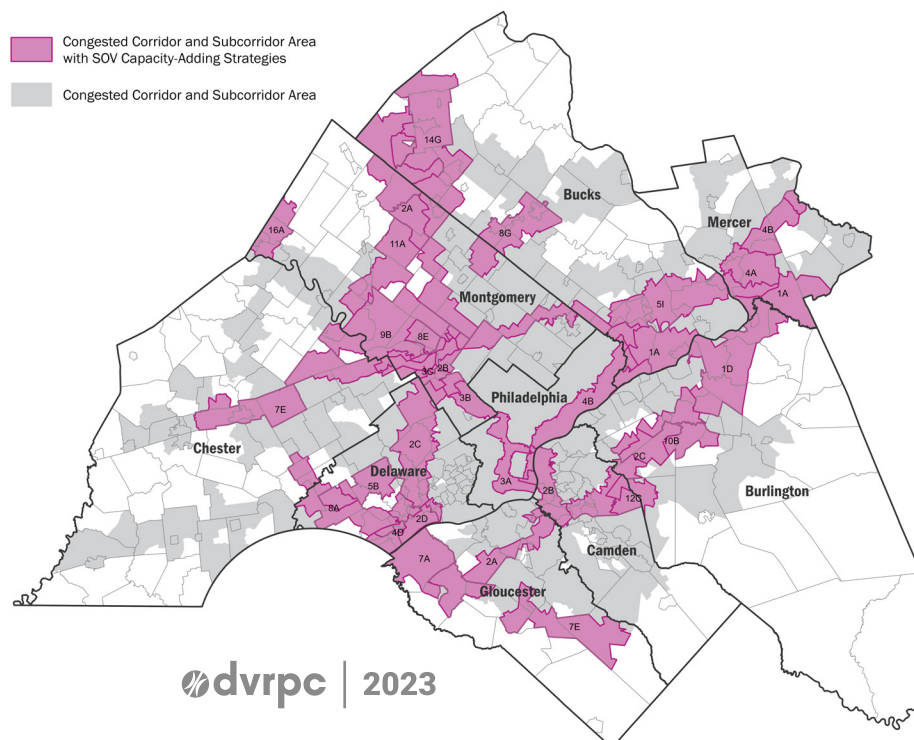
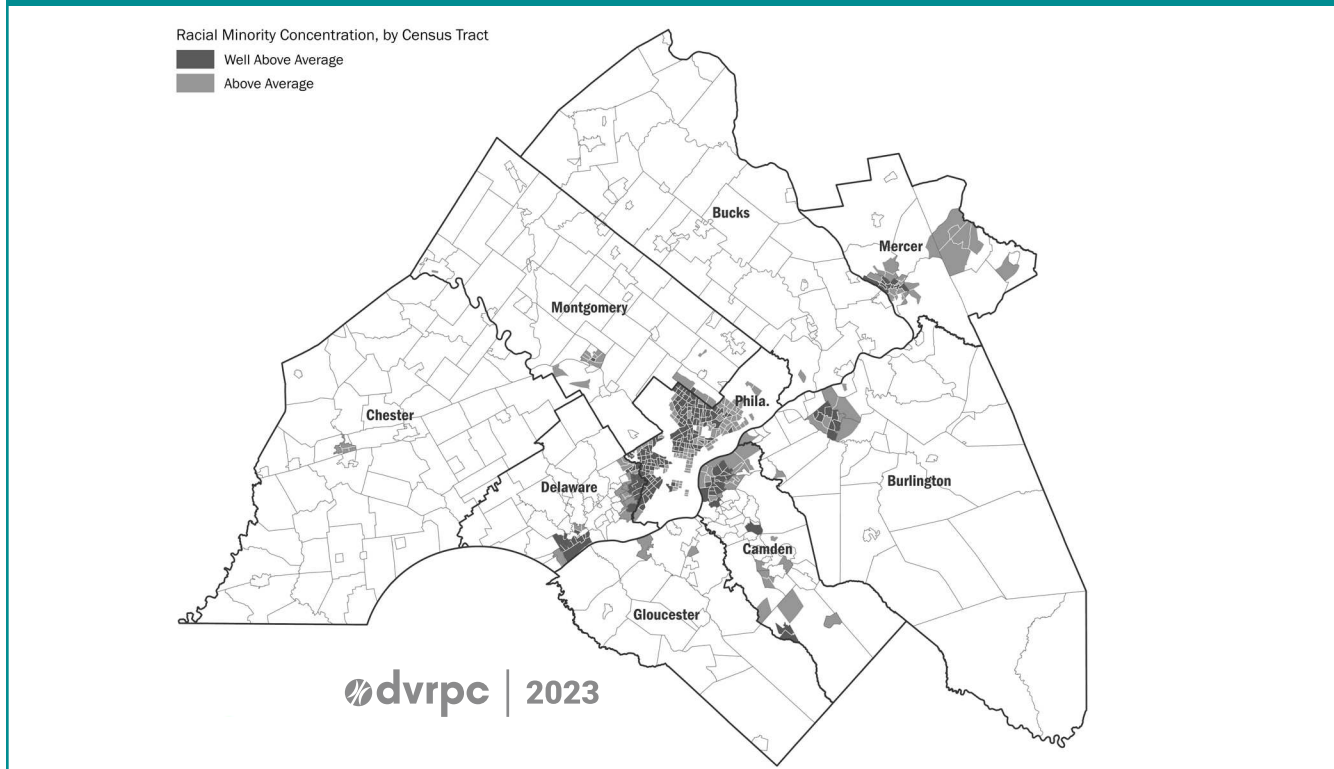


Figure 6. Racial Minority Population Concentration



engagement in the affected IPD community(ies).¹⁰ If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC is available to assist local, state, and federal planning partners to identify and document strategies that avoid, mitigate, or minimize these impacts, as needed.

- ii. Project does not advance if there is no documented engagement.

Table 3 identifies benefits and burdens anticipated to result from different types of transportation investments. Table 4 provides a scoring matrix that relates benefits and burdens to the Plan's project categories. The project categories in Table 4 are used to classify investments in order to communicate and comprehend how the region is investing in transportation infrastructure.¹¹ The table scores projects based on these categories as

a starting point, and additionally based on scope and mapping of the candidate's location. Nearly every project category has at least one benefit (shown as +1 on the table) or burden (shown as -1 on the table). Benefits and burdens scoring was developed through research and a series of EJ focus groups conducted as part of the update to the *Connections 2050 Plan*. Table 4 indicates additional scoring based on project location and scope. Project location considerations include if there is a negative impact to job connections (such as by closing a bridge), or if the project creates a new environmental or cultural resource or improves a connection to one. Project scope scoring considers if the candidate risks increasing travel times or costs, or harms an environmental or cultural resource.¹²

¹⁰ See Appendix B for community engagement guidance.

¹¹ See Appendix C for more information about each project category.

¹² Among the data points used is historic significance identified in item 37 of the bridge management system. Bridges rated '1' (listed on the National Register of Historic Places), or '2' (bridge is eligible for listing on the National Register of Historic Places) score in this category.

Figure 7. Ethnic Minority Population Concentration

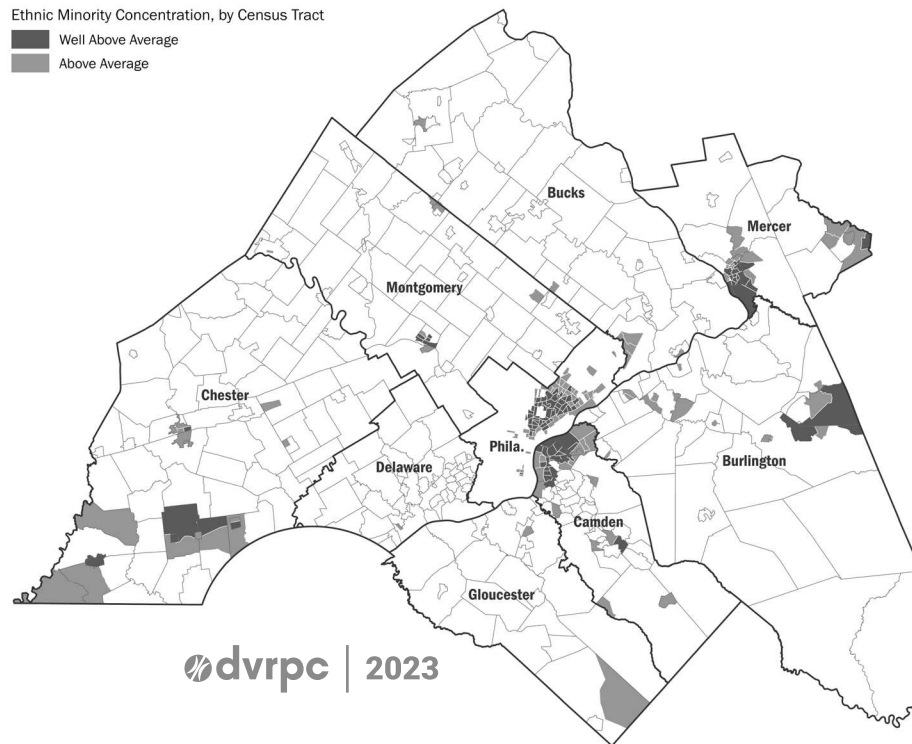


Figure 8. Low-Income Population Concentration

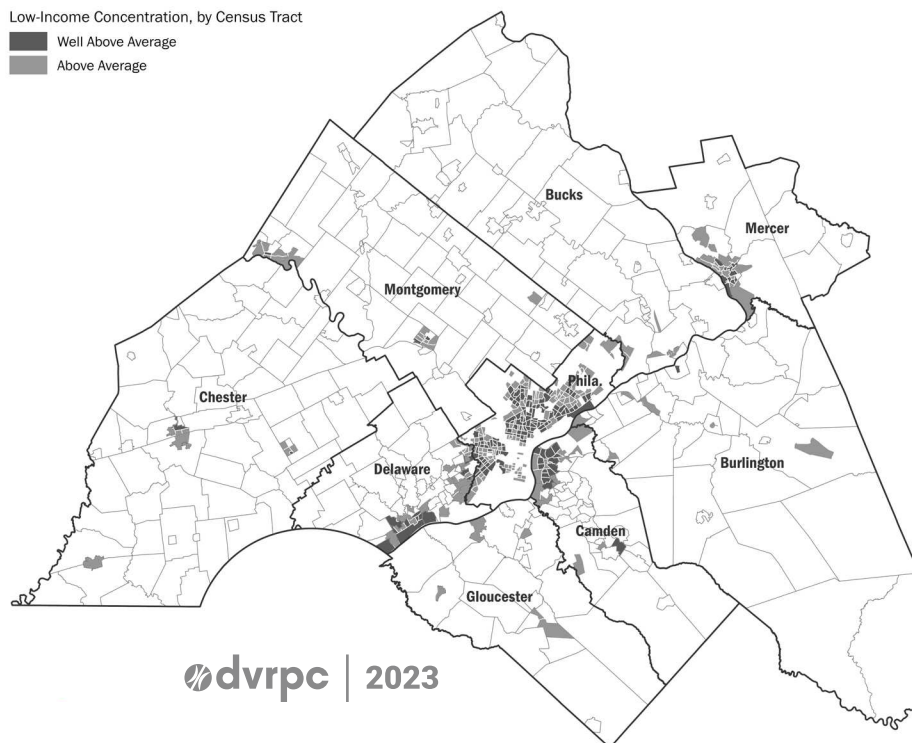


Table 3. Transportation Project Benefits and Burdens

ISSUE	BENEFITS	BURDENS
ACCESS, COHESION, AND WELLNESS	Increased through removed barriers (such as a cap over a limited access facility or pedestrian bridge), better access to transit options, new active transportation options, and/or Americans with Disabilities Act (ADA) improvements.	Physical division of communities and new barriers that reduce access to bicycling and walking or essential opportunities such as healthcare, education, employment, and grocery shopping.
TRAVEL TIME / COST	Savings through new connection, service, or increased frequency; mitigating a facility closure.	Increased travel time due to removal of choice.
QUALITY OF SERVICE	Improved quality of transit service, more lighting, crime prevention through environmental design, and similar techniques.	—
AIR POLLUTION	Improved air quality; increased access to less-polluting transportation options, such as buses retrofitted with increased emissions-control technologies or powered by clean fuels.	Increased air and water pollution, soil contamination.
JOB	Increased access to job opportunities.	Adverse impacts on economic vitality, such as barriers to local businesses during construction.
ENVIRONMENTAL EXTERNALITIES	Countermeasures for noise, vibration, and air pollution, such as sound walls.	Increased noise and vibration, often as a result of increased traffic speeds or volumes.
CLIMATE RESILIENCY	Reduced flood risk through elevated bridges, green infrastructure, and conventional drainage approaches.	Increased vulnerability to climate change, including through increased impervious surface coverage or GHG emissions.
TRAVEL SAFETY	Improved road conditions, multimodal Complete Streets, safety countermeasures, and reduced speeds.	Exposure to transportation safety risks, including from higher traffic speeds or volumes.
ENVIRONMENTAL AND CULTURAL RESOURCES	Addition or improvement to community or social space or to parks or open space.	Destruction or disruption of cultural or natural resources.

Source: DVRPC, 2023. Adapted from: Audrey Wennink and Agustina Krapp, "Equity-Oriented Performance Measures in Transportation Planning," American Planning Association, PAS Memo, March/April 2020; and Federal Transit Administration, Environmental Justice Policy Guide, 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf.

Table 4. Benefits and Burdens Scoring Matrix

PROJ. CAT. ^a	DESCRIPTION	ACCESS, COHESION, & WELLNESS	TRAVEL TIME COST	SERVICE QUALITY	AIR POLLUTION	JOBS	ENV. EXTERNALITIES	CLIMATE RESILIENCY	TRAVEL SAFETY	ENV. / CULTURAL RESOURCES
Candidate Project Scope			-1							+1
Candidate Project Location						-1				-1
R1.01	Interstate Pavement Pres.			+1					+1	
R1.02	Non-Int. Pavement Pres. & Modernization			+1					+1	
R1.03	Local Federal Aid Roads			+1					+1	
R2.01	Interstate Bridge Pres.		+1	+1					+1	
R2.02	Non-Interstate Bridge Pres.		+1	+1					+1	
R2.03	Bridge Removal		-1							
R2.04	Local Bridge Preservation		+1						+1	
R3.01	Substantive Safety	+1							+1	
R3.02	Incident Management								+1	
R4.01	Accessibility Improvements	+1	+1		-1	+1		-1		
R4.02	Intersection Improvements		+1	+1	-1			-1	+1	
R4.03	Transportation System Maintenance & Operations		+1	+1						
R4.04	Vehicle Technology			+1	+1					
R5.01	Major Road Network Expsn.	-1	+1		-1	+1	-1	-1	-1	
R5.02	Minor Road Network Expsn.		+1		-1	+1	-1	-1	-1	
R6.01	Bicycle & Ped. Network Expsn.	+1	+1		+1				+1	

CONTINUED - Table 4. Benefits and Burdens Scoring Matrix

PROJ. CAT.*	DESCRIPTION	ACCESS, COHESION, & WELLNESS	TRAVEL TIME COST	SERVICE QUALITY	AIR POLLUTION	JOBS	ENVIRONMENTAL EXTERNALITIES	CLIMATE RESILIENCY	TRAVEL SAFETY	ENVIRONMENTAL CULTURAL RESOURCES
R6.02	Off-Road Trail Pres.			+1						+1
R6.03	Community Connections	+1	+1		+1					+1
R6.04	Env. Mitigation & Resiliency	+1		+1	+1		+1	+1		+1
R6.05	Travel Demand Management	+1	+1		+1	+1				
R6.06	Rail Improvements	+1	+1	+1	+1					
R6.07	Regional Programs									
T1	Transit Preservation & Modernization		+1	+1					+1	
T2	Transit Operational Imp.	+1	+1	+1	+1	+1				
T3	Transit Network Expansion	scope / map	+1		+1	+1	scope / map			

* See Appendix C for more information about each project category.

Source: DVRPC, 2023.

Transit system expansion projects further consider whether the proposed line creates local access barriers or improves access to transit in EJ communities; and whether the proposed line includes appropriate countermeasures for noise, vibration, and air pollution in EJ communities. Scoring is meant to be a starting point, and DVRPC screening staff uses judgment based on scope and mapping to determine benefits and burdens of each individual candidate project.

Concentrations of Low-Income, Racial Minority, and Ethnic Minority population groups comes from the IPD webmap using the current version at the time of the analysis.¹³ These layers are compared to the project area in Geographic Information System (GIS), checking for above-average or well-above-average concentrations of EJ populations within the project's limits.

¹³ Access the IPD webmap at: www.dvrpc.org/webmaps/ipd/.

EVALUATION CRITERIA

The second component of the evaluation is a set of criteria that help to evaluate candidate projects for funding prioritization in either the TIP or the Plan. The evaluation criteria are developed around *Connections 2050*'s four focus areas—the environment, economy, communities, and transportation—and are consistent with the Plan's principles, which are further represented in the project screening. The criteria are also aligned with the federal TPMs. Each criterion is rated on a utility scale that ranges from zero to one, with one being the highest score and zero being the lowest, consistent with the Decision Lens approach. The evaluation utilizes the latest available data as of the beginning of the analysis for all criteria. Any new data that becomes available after the start of the analysis is not used so that all projects are scored using the same information.

■ Environmental Criteria

Environmental criteria measure change to Impervious Surface Coverage and Greenhouse Gas Emissions and Air Quality.

Impervious Surface Coverage

This criterion aligns with the Plan's goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, or can receive bonus points by incorporating green design techniques (See Table 5). Impervious surface coverage is determined through scope review and GIS mapping, and accounts for how the project changes the number of through and turning lanes, lane widths, shoulder widths, and provision of bicycle and pedestrian facilities. This criterion offers a green design bonus for any projects that can demonstrate a reasonable commitment to the inclusion of green stormwater infrastructure (GSI), non-GSI techniques to address a documented flooding issue, the use of pervious pavement, or improved wildlife connectivity or facility crossings.

Greenhouse Gas Emissions and Air Quality

This criterion pertains to the Plan's goals to attain net-zero GHG emissions by the year 2050, reduce VMT, and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. The criterion uses published research and federal laws and policies to evaluate a project's impacts on emissions.¹⁴ The rating scale for each project category was developed using FHWA criteria pollutant reduction potential, project category GHG emissions reductions analysis developed by the Colorado DOT,¹⁵ eligibility for federal CMAQ improvement programs, and Clean Air Act definitions of air quality significant projects. TIP projects with a component anticipated to increase emissions score zero points;¹⁶ other projects are rated based on their highest scoring component. TIP analysis scores projects based on the ability to reduce trip lengths and/or promote mode shift to lower emissions modes, such as walking, biking, and transit. MRPs score based on their ability to reduce VMT—which serves as a proxy for emissions reduction—as analyzed with DVRPC's travel demand model. The analysis compares change in VMT

¹⁴ Work underway nationally as part of Carbon Reduction Strategy development for GHG emissions will better inform this body of evidence on what can reduce GHG and NAAQS emissions for the next update to the evaluation criteria.

¹⁵ Colorado DOT, Greenhouse Gas Emissions Mitigation Measures Policy Directive, June 2022, www.codot.gov/programs/environmental/greenhousegas/assets/pd-1610-0-greenhouse-gas-mitigation-measures-june2022.pdf.

¹⁶ Projects in the "anticipated to increase emissions" category (0 points) can score in the "projects with little to no emissions reduction potential" category (0.125 points) with a documented analysis that shows a projected reduction in emissions.

Table 5. Impervious Surface Coverage Criterion for TIP and Plan Candidate Projects

IMPERVIOUS SURFACE COVERAGE RATING SCALE	DATA SOURCE
<p>Project changes impervious surface coverage by:</p> <ul style="list-style-type: none"> ▶ decrease ≥ 1 lane mile^a = 1 point; ▶ decrease $\geq \frac{1}{2}$ lane mile^a and < 1 lane mile^a = 0.8 points; ▶ decrease $< \frac{1}{2}$ lane mile^a = 0.6 points; ▶ no change = 0.4 points; ▶ increase $\leq \frac{1}{2}$ lane mile^a = 0.2 points; or ▶ increase $> \frac{1}{2}$ lane mile^a = 0 points. 	GIS and Project Scope
<p>Green Design Bonus: +0.25 points each for projects that go beyond stormwater requirements and incorporate any of the following:</p> <ul style="list-style-type: none"> ▶ bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs; ▶ naturalized stormwater basins; ▶ other non-GSI solutions to address a documented flooding issue; ▶ use of pervious pavement; or ▶ enhances habitat connectivity or wildlife crossings. <p>Bonus points are added to the impervious surface coverage score (up to a maximum score of 1 point).</p>	

^a Based on a 12-foot lane width. One lane mile equals 63,360 square feet. Each new turn lane is estimated at 300-feet long and 12- feet wide, unless better design data is readily available.

Source: DVRPC, 2023.

within the study area between build and no-build model runs.

Table 6 presents the Greenhouse Gas Emissions and Air Quality criterion's rating scale. Modeling system preservation projects compare a no-build run where the facility is removed from the network—in the case of a closed bridge—or speeds are slowed down—due to significantly poor pavement conditions. The baseline modeling results are then used as the "build" analysis where the facility remains open for use in comparison.

■ Communities Criteria

Communities criteria include Centers and Form, and Equity Benefits and Burdens.
Centers and Form

The Centers and Form criterion ties in with the Plan's goals to focus growth in mixed-use, walkable Centers across the region, and to promote vibrant main streets, downtowns, and live/work

opportunities. Density serves as a proxy for facility use. Rating is based on a candidate project's location relative to Plan and Freight Centers, and the regional DIZ based on density and proximity (see Table 7). Roads and fixed-guideway transit routes are often the boundaries for Census geographies, and scoring may be different on either side of the facility. As a result, projects are scored using ten-meter offsets on either side of the roadway or transit ROW centerline and use the maximum score of these three geometries. Figure 9 presents the highest, high, medium-high, and medium DIZs, overlaid with Freight and Plan Centers

Equity Benefits and Burdens

Equity seeks fairness in mobility and accessibility to meet the needs of all community members, based on the needs of populations being served. This criterion relates to the Plan's goals to foster racially and socioeconomically integrated communities, and advance EJ for all the region's inhabitants.

Table 6. Greenhouse Gas Emissions and Air Quality Criterion for TIP and Plan Candidate Projects

GHG EMISSIONS AND AIR QUALITY RATING SCALE		DATA SOURCE
TIP: Projects score 0 if they have a component anticipated to increase emissions; all other projects score based on their highest scoring individual component.		Project Scope
Points	Project Categories	
0	Projects anticipated to increase emissions: Bridge Removal (R2.03); Major Regional Roadway Network Expansion (R5.01); Minor Regional Roadway Network Expansion (R5.02); or Additionally Funded Roadway Expansion (R5.03). ^b	
0.125	Projects with little to no emissions reduction potential: New Multimodal Gridded Streets (R4.01); connected vehicle infrastructure (R4.04); sharrows (R6.01); Regional Programs (R6.07); demand-response transit service (T3); or default value for anything else not specifically called out on these lists.	
0.25	Projects with minor benefits for emissions reductions: Pavement Preservation (R1.01-R1.03); Bridge Preservation (R2.01, R2.02, R2.04); road diets (R3.01); bike / scooter-share ^c (R6.01); rehabilitation of existing bike/ped facilities (R6.02); Community Connections (R6.03); trip reduction marketing (R6.05); transit non-service Improvements (T1 and T2); or waive transit fees.	
0.5	Projects with good benefits for emissions reductions: replace signalized intersection with roundabout (R3.01); Incident Management (R3.02); Intersection Improvements (R4.02); optimize arterial signals and Transportation System Management and Operations (R4.03); bike lane, pedestrian facility, Circuit Trail, or shared-use path (R6.01); replace diesel school bus or medium duty truck with electric (R6.04); carshare program, trip or voluntary trip reduction program (R6.05); intermodal freight (R6.06); replace diesel transit bus with hybrid (T1); or new park-and-ride facility (T3).	Travel Demand Model
1.0	Projects with the highest emissions reduction potential: build medium or heavy duty truck charger or hydrogen refueling infrastructure (R4.04); replace heavy duty truck with electric and other resiliency and environmental mitigation (R6.04); rail improvements using road funding (R6.06); replace diesel transit bus with compressed natural gas or hybrid or diesel transit bus with electric (T1); implement bus priority treatments or other transit operational improvements that increase service frequency (T2); or new transit station on existing line in urban area, new electric fixed-route transit service (T3).	
MRP: GHG Emissions and Air Quality Score = $\text{Regional VMT}_{\text{No Build}} - \text{Regional VMT}_{\text{Build}}$ → If Build > No Build, 0 Points; Max (No Build – Build) = 1 point; All Other Projects: (No Build – Build) / Max(No Build – Build)		

^aSee Appendix C for more information about each project category shown by category ID in parentheses throughout this table.

^bProjects anticipated to increase emissions can score in the 'projects with little to no emissions reduction potential' category (0.125 points) with a documented analysis that shows a projected reduction in emissions.

^cScooter-sharing services are not currently legal in Pennsylvania^a.

Source: DVRPC, 2023.

Unlike the EJ Screening, this analysis considers all nine populations that are included as IPDs in DVRPC’s Equity Analysis (see Figure 10). These include: Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign-Born, Limited English Proficiency, Disabled, and Low-Income persons. The IPD analysis methodology generates an “IPD score.”¹⁷ Candidate projects score in this criterion based on a set of potential benefits and burdens using the same approach as in the EJ screening

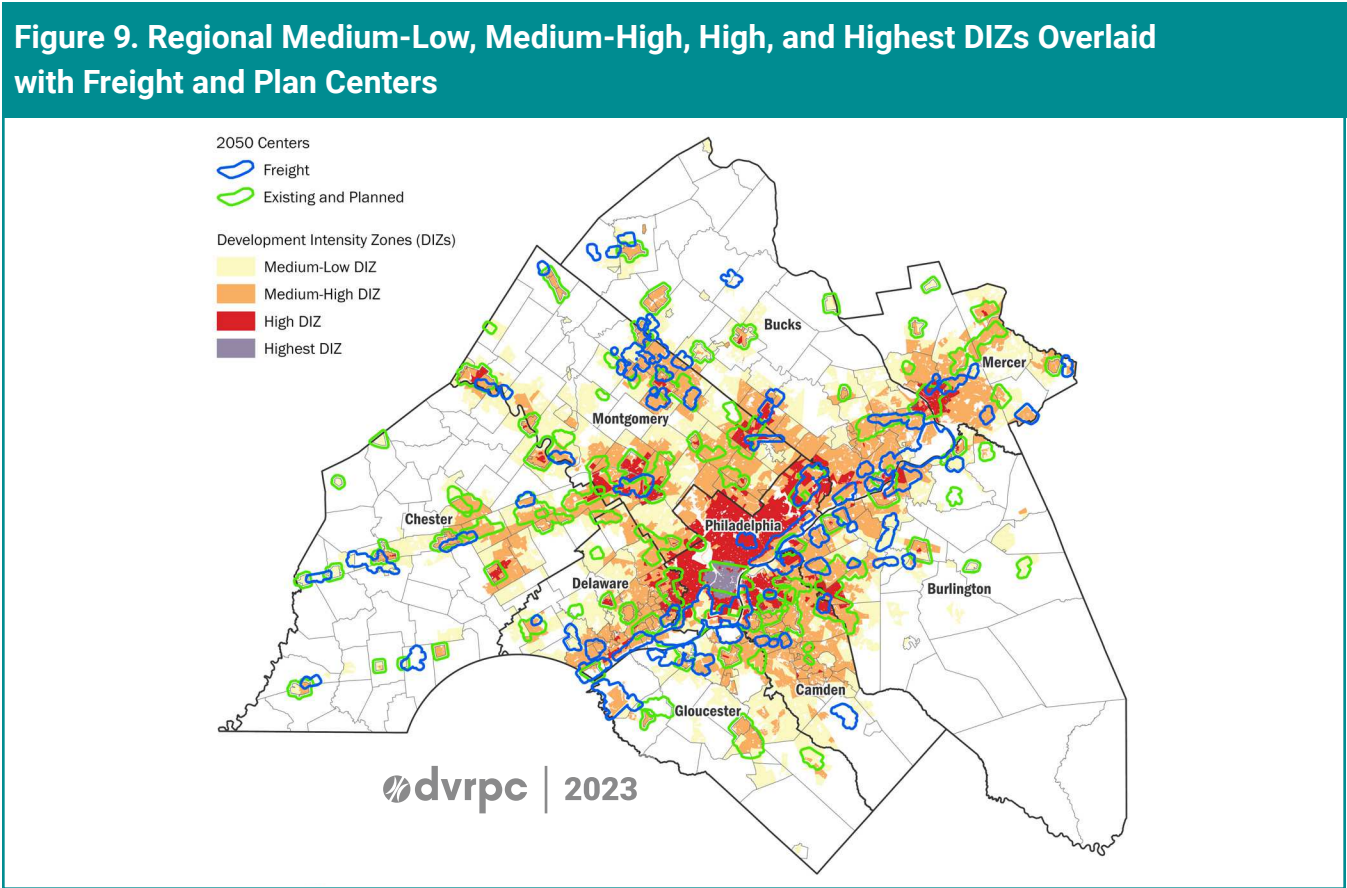
(see Tables 3 and 4) multiplied by the max composite IPD score within a quarter-mile buffer of the project’s limits (see Table 8). Projects located entirely in Census Tracts with no population score zero for IPD score.

Additionally, there is a quarter-point bonus for candidates that implement multimodal improvements in areas with zero-car households higher than the county average where the project is located (see Figure 11).

¹⁷ IPD scoring is used to meet the non-discrimination requirements and recommendations of Title VI and EJ for DVRPC’s plans, programs, and decision-making processes. Figure 10 displays composite IPD scores for census tracts across the region. The composite score is calculated by standard deviations relative to an indicator’s regional average.

Table 7. Centers and Form Criterion for TIP and Plan Candidate Projects	
CENTERS AND FORM RATING SCALE	DATA SOURCE
<p>TIP and MRP:</p> <p>Centers and Form Score = $(1.0 \times \text{Project length within quarter-mile buffer of Plan and Freight Centers} + 0.9 \times \text{project length in highest and high Development Intensity Zones (DIZ)} + 0.6 \times \text{project length in medium-high DIZ} + 0.3 \times \text{project length in medium-low DIZ}) \div \text{total project length}$.</p>	Project Location Relative to Regional Plan and Freight Centers and DIZ

Source: DVRPC, 2023.



■ Transportation Criteria

Transportation criteria include Safety and Facility / Asset Condition.

Safety

This criterion corresponds with the Plan’s goal to achieve a Vision Zero—no transportation-related deaths or serious injuries—goal by 2050. It also relates to national TPM goals to reduce the number of fatalities and serious injuries, including for non-motorized system users, on roadways and transit networks. These goals also aim to reduce transit safety events, and improve transit system reliability. Roadway projects score by implementing safety strategies with high-crash reduction potential and by addressing DOT-identified high-crash locations; crashes in communities of concern; or safety concerns on a city, county, or regionally identified high-injury network.

FHWA Crash Modification Factor (CMF) clearinghouse crash reduction factors (CRFs) with four- or five-star ratings were averaged across strategy types to identify substantive safety strategies. Where FHWA identified a higher CRF for *Proven Safety Countermeasures*,¹⁸ DVRPC uses that value instead of the averaged analysis. Substantive safety improvements are defined as those with an average CRF greater than 10. Strategies are

sorted into three different substantive safety classifications. Projects with an average CRF over 50 will score 0.6 points for safety; those with a CRF over 25 will score 0.4 points; and those with a CRF over 10 will score 0.2 points (see Table 9). Proven safety countermeasures that are routinely implemented in all projects are deemed nominal safety improvements, unless they are being implemented to address a specific crash cluster or trend. Proven safety countermeasures that currently fall into this classification include: signal backplates with retroreflective borders and wider edge lines.

New roads will require nuanced safety scoring. These facilities will not score for proven safety countermeasures that respond to outdated designs, such as applying pavement friction management on ramps or horizontal curves that don’t meet current design standards. Some strategies score in different classifications depending on their context—either based on surrounding land use or road conditions where the project is being implemented. Land use context will be determined as within the region’s census-designated urbanized area (UZA) for urban and suburban, and outside the UZA for rural.

Recognizing there may be important strategies (such as a slow turn wedge) not specified in the evaluation methodology because they are new, or have not yet been fully studied, innovative safety

¹⁸ FHWA Proven Safety Countermeasures website: www.safety.fhwa.dot.gov/ped_bike/tools_solve/ped_tctpepc/.

Table 8. Equity Criterion for TIP and Plan Candidate Projects

EQUITY BENEFITS AND BURDENS RATING SCALE	DATA SOURCE
<p>TIP and MRP: $\text{Equity Score} = (\text{Benefits} + \text{Burdens}) \times \text{Census Tract with Highest Indicators of Potential Disadvantage Composite Score within Project Right-of-Way}$</p> <p>→ If Equity Score < 0 = 0 points; Max Equity Score = 1 point All other projects score proportional to max equity score.</p> <p>Equity Bonus for projects located in one or more census tracts with zero-car households higher than the county average where it is located: If Benefits – Burdens > 0 and the project makes a multimodal improvement + 0.25 (up to a max score of 1 point).</p>	Project Scope

Source: DVRPC, 2023.

Figure 10. DVRPC Indicators of Potential Disadvantage

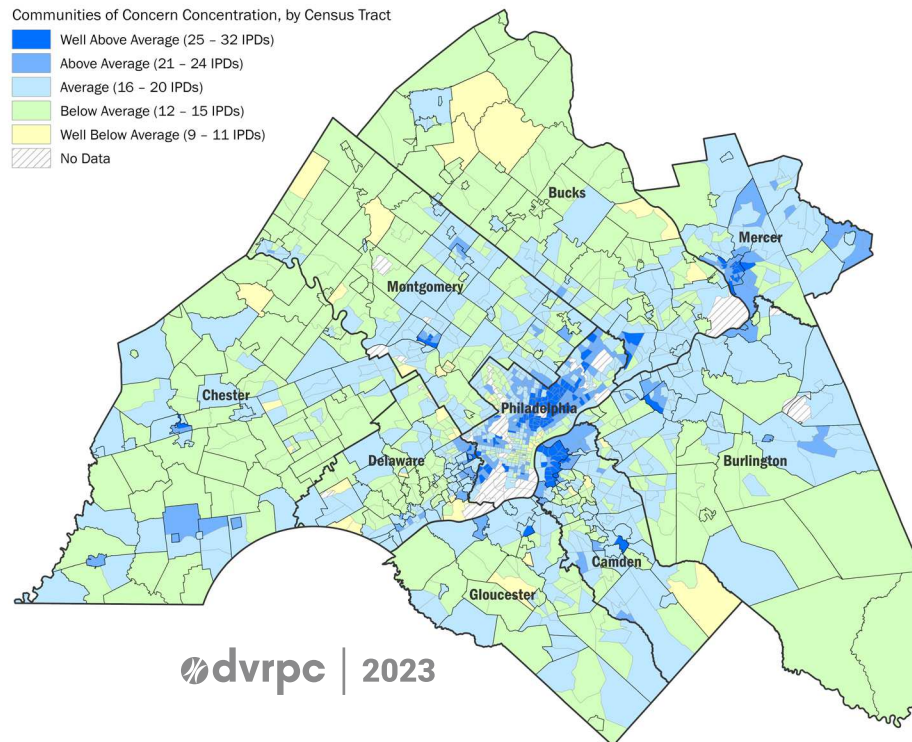
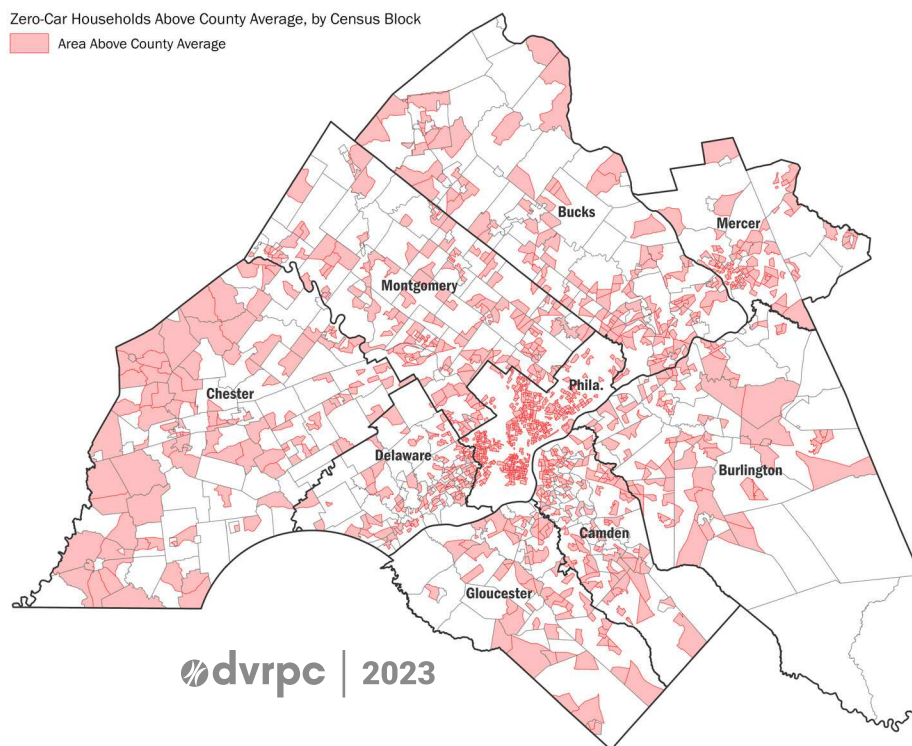


Figure 11. Areas with Zero-Car Households Above County Average



treatments can score 0.2 points, with the potential to increase the score if research demonstrating a higher CRF is provided.

The second half of the safety evaluation is whether the project improves safety at a location with an identified safety issue, as shown in Figure 12. A variety of different resources are used to test this, including:

- ▶ City of Philadelphia High-Injury Network;
- ▶ state-DOT HSIP analysis; or
- ▶ regional studies, such as a roadway safety audit or DVRPC's *Crashes in Communities of Concern* analysis.

Transit projects score by implementing safety strategies at locations with documented safety issues. Documented safety concerns are identified in each agency's transit safety action plan.

TIP projects must score based on safety strategy benefit in order to score location points. Since most MRPs are earlier in their project development, they are scored for location even if they do not currently have an identified strategy. It is expected that safety issues within the limits of candidate MRPs will be addressed during the design phases, which generally occur after project selection.

Facility / Asset Condition

This criterion relates to the Plan's goal to rebuild and modernize the region's transportation assets. It also aligns with national TPM goals to improve national highway system (NHS) bridge and pavement conditions, and transit assets.

These targets further set a maximum value of no more than five percent of Interstate lane miles and ten percent of NHS bridge deck area in poor condition. This criterion considers roadway pavement and bridges, and the two highest-cost transit asset classes.

Roadway candidate projects score by being consistent with state DOT pavement and bridge asset management model recommendations based on an LLCA approach, or by improving the state-of-repair for transit assets. The scoring prioritizes preservation projects that keep facilities in fair or better condition (see Table 10). State DOT asset management models recommend treatments at specific times in order to achieve LLCA, and recognize that meeting cyclical repair schedules is essential to asset maintenance.

PennDOT has developed a set of bridge and pavement asset management tools—BridgeCare and RoadCare—that project future conditions based on deterioration rates and the estimated cost and effectiveness of various interventions, which are applied based on available budgets identified in the model. PennDOT aims to add any local bridges that are not included in BridgeCare into the model before undergoing project evaluation.¹⁹

The bridge model recommendation year represents the opening of a window of time in which the project can be completed, following the LLCA approach. This window closes if too much time passes without completing the project. Scope alignment is based on maintenance, preservation, or rehabilitation categories, and not the specific project type. The model's scope recommendation is compared with the candidate project scope for matching project category. Bridge model runs are based on the capital vision funding levels identified in the region's current Plan and do not include 'committed' projects that are programmed in the TIP. Table 11 details specific bridge project types included in each category. Although bridge maintenance projects are not typically included in the TIP, they are occasionally funded in it using capital funds.

Pavement model runs are based on the capital vision funding levels identified in the region's current Plan and do not include 'committed' projects programmed in the TIP. RoadCare's

¹⁹ To add a local bridge to PennDOT's bridge asset management system (BAMS), the project sponsor needs to provide, at a minimum, the bridge's length and width, and either a recent bridge inspection report or the year the bridge was built. DVRPC can work with project sponsors to add bridges to BAMS.

Table 9. Safety Criterion for TIP and Plan Candidate Projects

SAFETY RATING SCALE	DATA SOURCE
<p>Roadway Safety Strategy effectiveness – up to 0.6 points for single highest ‘scoring’ strategy</p> <ul style="list-style-type: none"> ▶ CRF > 50 = 0.6 points: roundabouts; variable speed limits; speed safety cameras (fixed and point-to-point); medians and pedestrian refuge islands in urban and suburban areas; pedestrian hybrid beacons; walkways; sequential dynamic chevrons for horizontal curves;^b centerline rumble strips; pavement friction management at ramps and horizontal curves; install median cable barriers on rural four-lane (or more) freeways; or reduce or decrease lane width; ▶ CRF > 25 = 0.4 points: corridor access management; dedicated left-turn lanes at intersections; bicycle lanes; high-visibility crosswalks; intersection lighting; advance yield or stop markings and signs; rectangular rapid flashing beacons (RRFB); road diets; in-lane warning pavement markings for horizontal curves; shoulder rumble strips; wider edge lines;^a systemic application of multiple low-cost countermeasures at stop controlled intersections in rural locations; install a traffic signal or convert to all-way stop control; install a "Vehicles Entering When Flashing" system; install intersection conflict warning system; reduce posted speed limit or mean speed; or traffic calming with vertical deflection strategies (including speed humps, raised pedestrian crosswalks, or similar); or ▶ CRF > 10 = 0.2 points: dedicated right-turn lanes at intersections; speed safety cameras (mobile unit); leading pedestrian interval; chevron signs and curve signs; safety edge; backplates with retroreflective borders;^a systemic application of multiple low cost countermeasures at stop controlled intersections in suburban and urban locations; pavement friction management at intersections;^a extend yellow change intervals; traffic calming (general, if specific details are not known); or install red-light indicator lights. <p>Roadway Safety Location – up to 0.4 points TIP: Only scores if points awarded for strategy score (strategy score > 0). MRP: Scores whether or not points are awarded for strategy.</p> <p>Very High Criticality = 0.4 Points</p> <ul style="list-style-type: none"> ▶ Project comes from a road safety audit, is located in census tracts identified through DVRPC's <i>Crashes in Communities of Concern</i> analysis; is on a city, county, or regional high-injury network; or meets the following state safety analysis: <ul style="list-style-type: none"> » Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with the highest level of expected crash cost (XCC) reduction: <ul style="list-style-type: none"> ■ urban segments > \$2,212,716; ■ rural segments > \$271,000; ■ urban Intersections > \$581,400; and ■ rural Intersections > \$611,638. » New Jersey Roads: project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less, or a county rating of 20 or less. 	<p>Project Scope and location relative to regional high injury network(s), Pennsylvania Department of Transportation Crash Cluster analysis, PennDOT Highway Safety Screening tool, and New Jersey Department of Transportation Highway Safety Program layers, Transit Safety Management Plans.</p>

CONTINUED: Table 9. Safety Criterion for TIP and Plan Candidate Projects

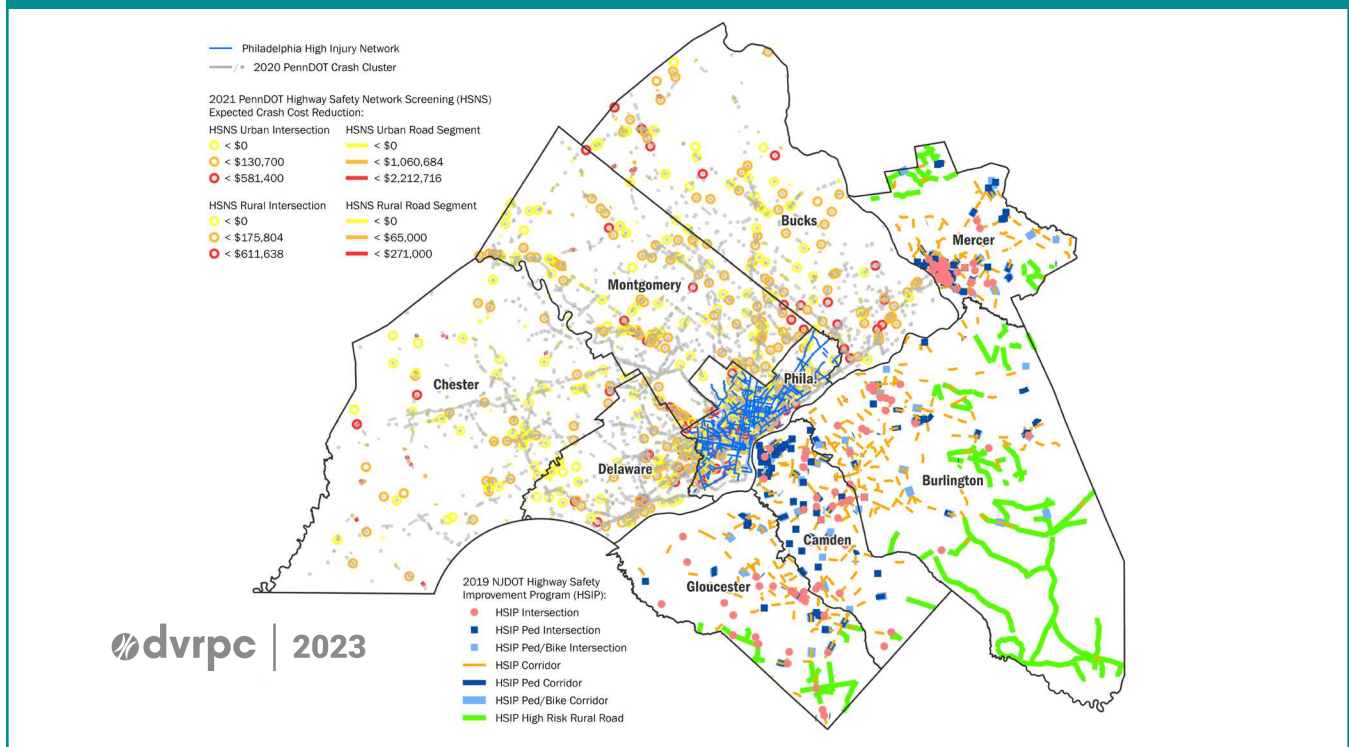
SAFETY RATING SCALE	DATA SOURCE
<p>High Criticality = 0.2 points</p> <ul style="list-style-type: none"> ▶ Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with a medium XCC reduction rating: <ul style="list-style-type: none"> » urban segments > \$1,060,684; » rural segments > \$65,000; » urban Intersections > \$130,700; » rural Intersections > \$175,804; or » project is located on and clearly responds to a DOT-identified high-crash location issue ▶ New Jersey Roads: project is located on a New Jersey HSIP Eligible State or Local Road. <p>Moderate Criticality = 0.1 points</p> <ul style="list-style-type: none"> ▶ Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with an XCC reduction rating greater than 0, or project is located on a DOT-identified high-crash location. <p>Transit</p> <ul style="list-style-type: none"> ▶ 0.4 points for greater safety benefit when compared to vehicle travel on roads; ▶ 0.7 points for projects that enhance safety beyond regulatory requirements (substantive safety); or ▶ 1.0 points for projects that mitigate a documented high-priority safety issue (substantive safety at documented safety concern location) and/or address pedestrian safety or safe access to transit on or beyond transit property. 	

^a Proven safety countermeasure only score if addressing a specific crash cluster. Retroreflective backplates score if addressing a running red light crash cluster and wider edge line score in locations where run-off road/hit fixed object crashes are an identified issue.

^b New facilities are not be scored for proven safety countermeasures that are intended to resolve issues from outdated road designs.

Source: DVRPC, 2023.

Figure 12. Roadway Safety Problem Locations



recommendation year represents the start of a window of time where the project can be completed. The following methodology is used to forecast Surface Distress Index (SDI) pavement declines in New Jersey in order to determine project timing appropriateness:

- ▶ SDI condition rating greater than 4.75: annual decrease of 0.125;
- ▶ SDI condition rating less than or equal to 4.75 and greater than 2.5: 0.25 annual decrease; and
- ▶ SDI condition less than or equal to 2.5: annual decrease of 0.125.

Pavement preservation projects are only applied to pavement in fair condition within asset management systems. NJDOT does not program resurfacing, rehabilitation, or reconstruction for pavement with an SDI above 2.5. The department aims for preservation to occur when pavement has an SDI rating between 3.5 and 4.5.

Pavement maintenance projects, shown in Table 12, almost never show up in the TIP. Table 13 shows different options for rating local pavement conditions where more precise pavement data is not available. It includes the City of Philadelphia's Pavement Condition Index (PCI) and estimated International Roughness Index (IRI) that aligns with the visual description.

Table 14 shows the types of preservation projects associated with different types of transit assets.

■ Economic Criteria

Economic criteria include Connectivity, Congestion Management, Reliability, and Truck Volumes.

Connectivity

Connectivity considers how the project benefits the overall transportation network, including making connections between modes (multimodalism) and/or facilities to increase access to different areas of the region. It supports the Plan's multimodal transportation network vision. It further aligns

with the national TPM goals to increase non-SOV commute modes share in UZAs, to increase person-miles traveled with reliable travel times, to limit peak-hour excessive delay, and improve truck-travel time reliability.

Projects score by enhancing existing connections or making new connections in the TIP analysis (see Table 15). For MRPs in the Plan, the travel demand model is used to analyze a candidate's potential to increase job accessibility.

TIP projects score based on the category that best describes the overall project. Improving multimodal transfers suggests making upgrades to existing connections. This could mean adding bike racks at a transit station or stop or on a new transit vehicle; improved real-time information at a transit station or stop; or provision of new shelters at a bus or trolley stop. Candidates with a larger scope that must make ADA improvements to meet legal requirements do not score for making a difficult-to-achieve connection, but could score for other enhancements in the project scope.

Reliability

Reliability focuses on operational, safety, and other approaches to respond to non-recurring congestion. The Reliability criterion aligns with Plan goals to increase reliability and mobility, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. The Planning Time Index (PTI) uses proprietary data purchased from INRIX. It is defined as the 95th percentile travel time divided by free-flow travel time, where free-flow travel time (or reference speed) is the 66th percentile travel time for all time periods. A PTI value of 1.5 suggests that a traveler should budget 30 minutes to complete a trip that normally takes 20 minutes in order to arrive on time 95 percent of the time. Free-flow traffic is not the goal, but the measure, based on available datasets, used for comparison. It is normal and

Table 10. Facility / Asset Condition Criterion for TIP and Plan Candidate Projects

FACILITY / ASSET CONDITION RATING SCALE	DATA SOURCE
<p>State-Maintained Bridges Bridge Improvement Score (BIS) [Sum for all bridges in project] $= 1.0 \times \text{Deck Area with same Bridge Model}^a \text{ scope and recommendation year}^b \leq \text{timing} \leq \text{recommendation year} + 2^c$ $+ 0.7 \times (\text{Deck Area with same Bridge Model}^a \text{ scope and recommendation year}^b + 3 \leq \text{timing} \leq \text{recommendation year} + 5^c \text{ or Deck area with rehabilitation / replacement on bridge with lowest condition rating} \leq 3)$ $+ 0.5 \times \text{Deck Area with Bridge Model}^a \text{ recommendation year}^b \leq \text{timing} \leq \text{recommendation year} + 2^b$ $+ 0.3 \times \text{Deck Area Bridge Model}^a \text{ recommendation year}^b + 3 \leq \text{timing} \leq \text{recommendation year} + 5^c$</p> <p>Locally Maintained Bridges BIS [Sum for all bridges in project] $= 1.0 \times \text{Deck area with preservation project on bridge with lowest condition rating for deck, superstructure, or substructure from 6 to 7}$ $+ 0.7 \times \text{Deck area with rehabilitation / replacement project on bridge with lowest condition rating of 3}$ $+ 0.3 \times \text{Deck area with preservation project on bridge with lowest condition rating of 5 or rehabilitation / replacement of bridge with lowest condition rating of 4}$</p> <p>→ Max BIS = 1 point; for all other projects: $BIS \div \text{Max BIS}$</p>	<p>PennDOT BridgeCare, NJ DOT Bridge Asset Management System</p>
<p>State-Maintained Pavement Pennsylvania (State-Maintained): Pavement Improvement Score (PAVIS) $= 1 \times \text{lane miles with same RoadCare scope and recommendation year}^b \leq \text{timing} \leq \text{recommendation year} + 2^c$ $+ 0.7 \times (\text{lane miles with same RoadCare scope and recommendation year}^b + 3 \leq \text{timing} \leq \text{recommendation year} + 5^c \text{ or lane miles of rehabilitation or reconstruction with } PCI \leq 2.0)$ $+ 0.5 \times \text{lane miles with RoadCare recommendation year}^b \leq \text{timing} \leq \text{recommendation year} + 2^c$ $+ 0.3 \times \text{lane miles with RoadCare recommendation year}^b + 3 \leq \text{timing} \leq \text{recommendation year} + 5^c$</p> <p>New Jersey: PAVIS $= 1 \times \text{Lane miles of pavement preservation with Surface Distress Index (SDI)} \geq 3.5 \text{ and } \leq 4.5$ $+ 0.7 \times \text{Lane miles of pavement resurfacing, rehabilitation, or reconstruction with } SDI < 2.4$ $+ 0.3 \times \text{Lane miles of pavement preservation with } SDI \geq 2.4 \text{ and } < 3.5$</p>	<p>PennDOT RoadCare, and NJDOT Pavement Asset Management System</p>

CONTINUED: Table 10. Facility / Asset Condition Criterion for TIP and Plan Candidate Projects

FACILITY / ASSET CONDITION RATING SCALE	DATA SOURCE
<p><u>Locally Maintained Pavement</u> PAVIS $= 1 \times \text{Lane miles of pavement preservation on facility last resurfaced between 3 and 8 years ago or pavement with "Good" Visual Rating}^d$ $+ 0.7 \times \text{Lane miles of pavement resurfacing, rehabilitation, reconstruction on facility last resurfaced more than 12 years ago, or a "Poor" or "Very Poor" Visual Rating}$ $+ 0.3 \times \text{Lane miles of pavement preservation on facility between 9 and 12 years ago, or "Fair" Visual Rating}$</p> <p>For All Projects → Max PAVIS = 1 point; for all other projects: $\text{PAVIS} \div \text{Max PAVIS}$.</p>	<p>Local Asset Management Systems</p>
<p><u>Transit</u> Score for two highest-cost asset classes in project scope, substituting for roadway pavement and bridge criteria.</p> <ul style="list-style-type: none"> ▶ Transit Stations: <ul style="list-style-type: none"> » 1.0 points for a project that improves a transit station with a Transit Economic Requirements Model (TERM) rating of 2.0 or less for the entire facility; » 0.8 points for a project that improves a transit station with a TERM rating of 3.0 for the entire facility; or » 0.5 points for a project that improves one or more components of a transit station with a TERM rating of 3.0 or less. ▶ Transit vehicles, rail track, and all other infrastructure: If $\text{Age} \div \text{Useful Life Benchmark} < 0.75$, 0 points; if $\text{Age} \div \text{Useful Life Benchmark} \geq 1.5$, 1 point; for all other projects: $\text{Age} \div \text{Useful Life Benchmark} - 0.5$. 	<p>Transit Asset Management Systems, National Transit Database</p>

^a Bridge model refers to BridgeCare in Pennsylvania and the AASHTOWare Bridge Model 6.0 (BrM6) in New Jersey.

^b Recommendation year comes from the bridge or pavement model for when the candidate should be programmed in the Plan or TIP. Timing is when the project is proposed to be funded in the Plan or the TIP. For major regional projects in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the ten-year program in New Jersey, target date is within the same funding period.

^c Recommendation year comes from the bridge or pavement model and is compared to the timing of where the candidate is proposed to be programmed in the TIP or Plan. For MRPs in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the ten-year program in New Jersey, target date is within plus or minus one funding period. Bridge and pavement model runs are based on the capital vision funding levels identified in the region's current Plan.

^d See Table 13 for Visual Rating description.

Source: DVRPC, 2023.

Table 11. Bridge Project Categories and Detailed Project Types

FHWA BRIDGE CATEGORY	BRIDGE PROJECT TYPE
EMERGENCY REPAIRS	Resulting from severe deck spalls, over-height trucks hitting the girders, or severe scour or undermining.
PREVENTATIVE MAINTENANCE^a	Cleaning, deck seal cracks, joint repair / replacement, reseal base plates, concrete repair, lubricate bearings, seal concrete, or repair erosion / scour.
PRESERVATION	Epoxy overlay, structural overlay, bituminous overlay, or steel superstructure painting (full or spot/zone/joint).
REHABILITATION	Partial or complete deck replacement, superstructure rehabilitation, culvert rehabilitation, superstructure replacement, and superstructure strengthening.
REPLACEMENT	Full bridge replacement.

^aMovable bridges have additional preventative maintenance needs, which are not shown here.

Source: NJDOT 2019.

Table 12. Pavement Project Categories and Detailed Project Types

FHWA PAVEMENT CATEGORY	PAVEMENT PROJECT TYPE
ROUTINE MAINTENANCE	Crack seal, pothole repair, manual patch, mechanized patch, mill manual patch, spray patch, skin patch, mill and mechanized patch, base repair and manual patch, or base repair and mechanized patch.
PRESERVATION	Seal coat, level and seal coat, scratch level and seal coat, widening and seal coat, micro-surfacing, or chip or slurry seal.
MINOR REHABILITATION	Thin asphalt overlay or level and resurface.
MAJOR REHABILITATION	Mill, concrete patch, level, and resurface; concrete slab repair; level, resurface, and base repair; mill, level, and resurface; mill, base repair, level, and resurface; or construct paved shoulder.
RECONSTRUCTION	Removal of pavement and replacement along with new drainage systems.

Source: NJDOT 2019 and PennDOT 2023.

Table 13. Pavement Visual Description Rating for Local Roads

RATING	IRI ^a	PHILA PCI ^b	VISUAL DESCRIPTION
EXCELLENT	0–52	85–100	Only new (or nearly new) pavements are likely to be smooth enough and sufficiently free of cracks and patches to qualify for this category.
GOOD	53–119	55–85	Pavements are not quite as smooth as those in excellent condition, but give a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.
FAIR	120–213	40–55	The riding qualities of pavements in this category are noticeably inferior to those of new pavements and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking, and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and cracking, and some pumping.
POOR	214–374	25–40	Pavement has deteriorated to where free-flow traffic speed is affected. Flexible pavement may have large potholes and deep cracks. Distress includes raveling, cracking, and rutting that occurs over more than 50 percent of the surface. Rigid pavement distress includes joint spalling, faulting, patching, cracking, and scaling; and may include pumping and faulting.
VERY POOR	375+	0–25	Pavement is in extremely deteriorated condition. The facility is passable only at reduced speeds and with considerable ride discomfort. Large potholes and deep cracks exist. Distress occurs over 75 percent or more of the surface.

^a IRI = International Roughness Index.

^b PCI = Pavement Condition Index.

Source: *Highway Economic Requirements System, 2004, and City of Philadelphia, 2023.*

appropriate for PTI to increase during peak hours.

Projects score by:

- ▶ being located on a road with a high PTI for existing facilities; on-road transit projects score based on the PTI within their route or project limits;
- ▶ being surrounded by high PTI roads for new facilities or off-road trails; or
- ▶ improving a transit route on a dedicated right-of-way with a low on-time performance using data published by the transit agency operating the line.

The highest hourly average weekday PTI value for the most recent year available is used in this analysis, regardless of which time period it occurs: morning peak (6:00 am to 10:00 am), mid-day (10:00 am to 3:00 pm), evening peak (3:00 pm to 7:00 pm), or overnight (7:00 pm to 6:00 am), see Figure 13. PTI data is not available for some local roads. Roadway, trail, and other projects without a PTI score based on the average PTI for all roadway facilities within a one-quarter mile buffer of the project's limits, see Table 16.

Table 14. Transit Asset Classes and Example Preservation Projects

ASSET CLASS	PROJECT EXAMPLES
RAIL INFRASTRUCTURE	Track rehabilitation, resurfacing, or replacement; catenary rehabilitation or replacement; signal replacement; rail bridge rehabilitation or replacement; substation improvements.
VEHICLE REHABILITATION / REPLACEMENT	New or overhauled buses, paratransit, commuter rail, light rail, or heavy rail vehicles; maintenance and storage facilities rehabilitation; vehicle maintenance equipment.
STATION PRESERVATION	Station rehabilitation and improvements; roof replacement; elevator or escalator replacement; parking facility maintenance.

Source: DVRPC, 2023.

Figure 13. Planning Time Index

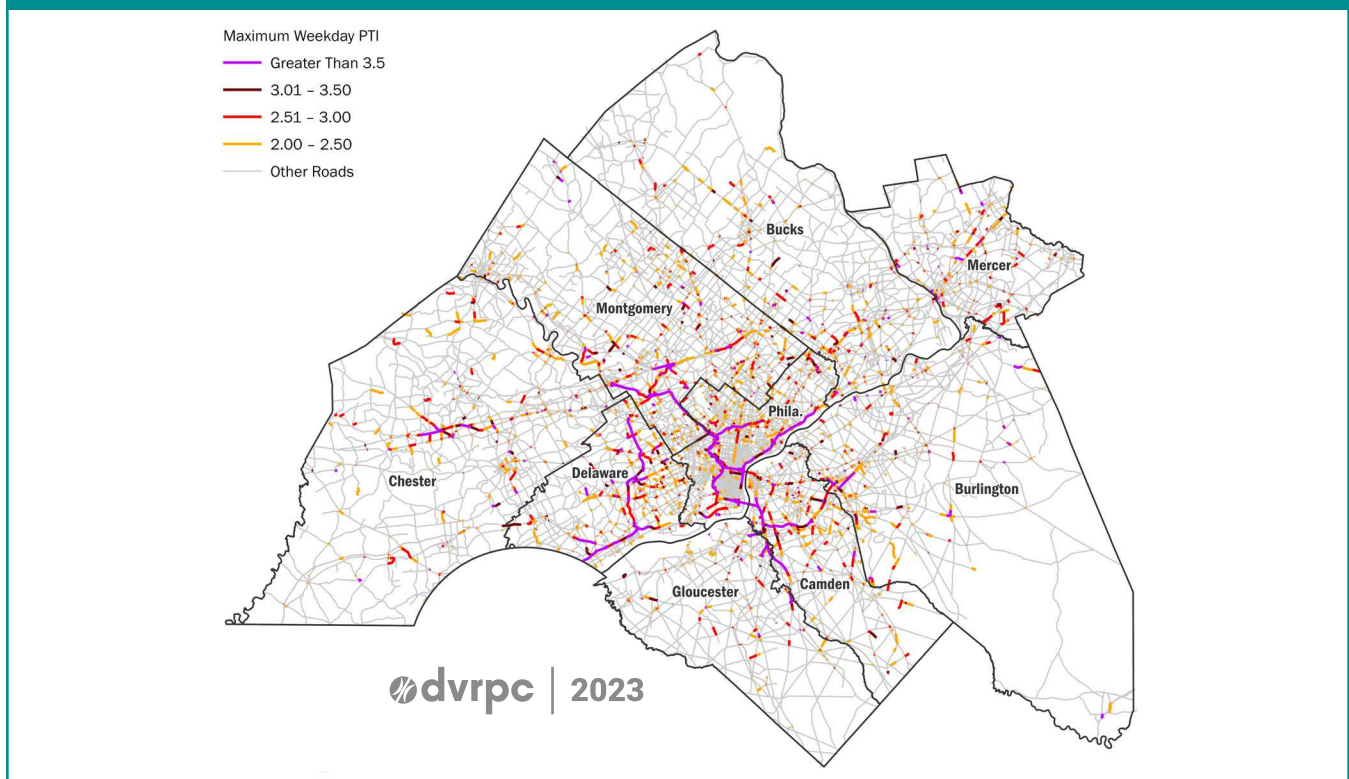


Table 15. Connectivity Criterion for TIP and Plan Candidate Projects

CONNECTIVITY RATING SCALE	DATA SOURCE
<p>TIP: Projects score by category, as shown below.</p> <p><u>Points</u> <u>Project Categories</u></p> <p>0.0 Project reduces connectivity by decreasing intersection density,^a restricting movements, or eliminating multimodal options.</p> <hr/> <p>0.4 No change in connectivity. Intersection density and modal options remain the same.^a</p> <hr/> <p>0.7 Project enhances network connectivity by increasing traveler information, such as through Intelligent Transportation Systems (ITS); repairing a bridge at risk of closing (one or more components—deck, superstructure, substructure, or culvert—with a rating of 3 or less); enables new transit system movements (such as a new interlocking); prevents or removes a transit rail slowdown or outage; implements transit signal priority; builds new sidewalks, bike lanes, or trails; or improves multimodal transfers.</p> <hr/> <p>1.0 Project makes a difficult-to-achieve connection—for example, completes missing movement(s) at an interchange; increases the road network’s intersection density;^a makes a new connection to a transit station; increases transit coverage area or service frequency; connects two or more islands of sidewalks or low-stress bike networks; connects two or more Circuit Trail segments or makes a new connection between another mode and a Circuit Trail; creates an intermodal freight connection; or has ADA access improvement as its primary purpose.</p>	Project Scope
<p>MRP: Job accessibility index calculated as the sum of the jobs in each traffic analysis zone (TAZ) that can be reached by all other TAZs in 45 minutes or less of travel time by transit (including wait and transfer time) or roadway network during the AM peak period in the Plan’s horizon year. For analyzing preservation projects, no-build assumes the facility does not exist in future.</p> <p><i>Change in Job Accessibility = Job Accessibility Index_{Build} – Job Accessibility Index_{NoBuild}</i> → Max Change in Job Accessibility = 1 Point; if Change in Job Accessibility < 0, 0 points; for all other projects: Connectivity Score = Change in Job Accessibility ÷ Max Change in Job Accessibility</p>	Travel Demand Model

^a Intersection density is defined as the number of intersections per acre where two or more road segments come together in a node, regardless of how many legs or connections there are (so a T-intersection counts the same as a five-point intersection), so long as movements can be made between the segments.

Source: DVRPC, 2023.

Congestion Management

The Congestion Management criterion aligns with the Plan’s goals to increase reliability, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. Projects score based on location

in a CMP congested subcorridor, or implementing a CMP strategy appropriate for that subcorridor, see Table 17. Figure 14 shows different congested subcorridors: priority, secondary, and growth, in order from more congested to less congested.

Table 16. Reliability Project Criterion for TIP and Plan Candidate Projects

RELIABILITY RATING SCALE	DATA SOURCE
<p>Roads and Surface Transit: Use highest hourly average annual Planning Time Index (PTI) value.^a If PTI >3.5, 1 Point; PTI <1.5, 0 points; for all other projects: Rating = (PTI – 1.5) ÷ 2.^b</p> <p>Transit Routes with dedicated right-of-way (ROW): On-Time Performance (OTP) averaged over the past 12 months.</p> <ul style="list-style-type: none"> ▶ Heavy Rail and Commuter Rail (NJT): If OTP ≥ 95%, 0 points, if OTP ≤ 75%, 1 point; for all other projects: 5 × (0.95 – OTP); and ▶ Regional Rail (SEPTA): If OTP ≥ 90%, 0 points, if OTP ≤ 70%, 1 point; else 5 × (0.9 – OTP). 	<p>INRIX data accessed through the PDA Suite; Southeastern Pennsylvania Transportation Authority (SEPTA) Ridership statistics</p>

^a PTI = 95% travel time ÷ Free-Flow Travel Time. The 95th percentile refers to the 95th percent longest travel time on the segment for all time periods. Free-flow travel time is based on 66th percentile of all travel times. Data comes from INRIX.

^b Roadway, trail, and other projects without a PTI score based on the average the PTI for all roadway facilities within a one-quarter mile buffer of the project's limits.

Source: DVRPC, 2023.

Truck Volumes

The Truck Volumes criterion relates to the Plan's goal to improve global connections by facilitating goods movement, aviation, and intercity connections. It also relates to the national TPM goal to increase truck-travel time reliability. This criterion scores projects based on the number of trucks using the facility each day (see Table 18). Figure 15 maps truck volumes on the region's roadway network using data from the Highway Performance Monitoring System (HPMS). NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria use an approach that combines DVRPC traffic count and DOT Roadway Management System (RMS) data by spatially matching projects to DVRPC class counts in GIS.

- ▶ For projects with a DVRPC class count – staff manually assigns representative truck volume counts to score projects.
- ▶ For projects without a DVRPC class count – truck volume score is based on the max average average annual daily truck traffic (AADTT) for all segments by facility within the project limits in the RMS GIS layer.

This may lead to slightly different scoring than is shown in Figure 15. The estimated truck percent by functional class in Table 19 is used to convert average annual daily traffic (AADT) to truck volumes on non-NHS New Jersey roads. New road facilities use projected segment-level truck volumes from the travel demand model.

To ensure projects are benefitting goods movement, candidates do not score any Truck Volumes points if there are “freight burdens”—where truck movements are inhibited on a roadway appropriate for heavy duty truck use or trucks are using a facility deemed inappropriate for heavy duty vehicle use.

Table 17. Congestion Management Criterion for TIP and Plan Candidate Projects

CONGESTION MANAGEMENT RATING SCALE	DATA SOURCE
<p>TIP and MRP: Strategy based on the primary subcorridor the project is located in (the largest percentage of total project length and/or the most appropriate subcorridor for the specific location):</p> <p><u>CMP Strategy (Single Highest-Scoring Strategy in Project Scope)</u> 0.5 Points: Project implements a Very Appropriate Strategy for Primary Subcorridor. 0.3 Points: Project implements a Secondary Strategy for Primary Subcorridor 0.1 Points: Project implements an Appropriate Everywhere Strategy</p> <p><u>CMP Corridor, scores only if CMP Strategy Score is >0.</u> = 0.5 × Percentage of project length in Priority Subcorridor + 0.3 × Percentage of project length in Secondary Subcorridor + 0.1 × Percent of project length in Growth Corridor.</p> <p><i>Congestion Management Score = CMP Strategy + CMP Corridor</i></p>	CMP and Project Scope

Source: DVRPC, 2023.

Table 18. Truck Volumes Criterion for TIP and Plan Candidate Projects

TRUCK VOLUMES RATING SCALE	DATA SOURCE
<p>TIP and MRP: Daily Trucks^a > 8,000 = 1 point; for all other projects: $\sqrt[3]{\text{Daily Trucks}} \div 20$</p> <p>New Facilities: Use 2050 AM peak truck volumes from the travel demand model links. The following multipliers are used to convert AM peak to daily volumes:^b</p> <ul style="list-style-type: none"> ▶ Limited Access Facilities: 0.053; ▶ Major Arterial: 0.047; ▶ Minor Arterial: 0.042; and ▶ Collector and Local: 0.039. <p>Freight Burdens: Projects that could negatively impact goods movement or local communities are flagged. DVRPC subject matter experts and sponsors will discuss if flagged projects could have negative freight outcomes. Those determined to have negative freight outcomes score zero for the Truck Volumes. Examples of projects that may have negative impacts include:</p> <ul style="list-style-type: none"> ▶ Highway to boulevard conversions; or ▶ Traffic calming on facilities with more than 5 percent truck volume and at least 100 daily trucks. 	PennDOT, NJDOT, and DVRPC truck counts; Travel Demand Model

^a Daily Trucks in the Roadway Management System (RMS) comes from FHWA's vehicle classifications and includes buses (class 4), single-unit trucks (classes 5 to 7), and combination trucks (classes 8 to 13). More information is available at: www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltpp/13091/002.cfm.

^b These values are based on the percentage AM peak out of daily truck traffic from the 2021 Pennsylvania Traffic Report (https://gis.penndot.gov/BPR_PDF_FILES/Documents/Traffic/Traffic_Information/Annual_Report/2021/2021_Traffic_Information_Report.pdf). Since similar data is not available in New Jersey, the same multipliers are used on both sides of the river.

Source: DVRPC, 2023.

Figure 14. DVRPC CMP Priority and Secondary Corridors, and Growth Subcorridors

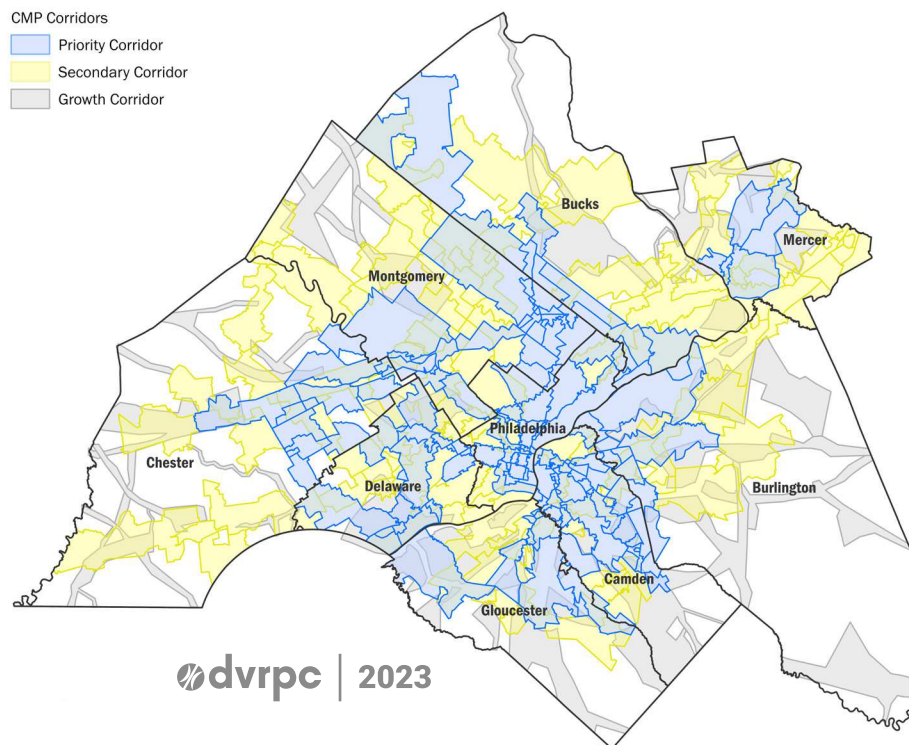
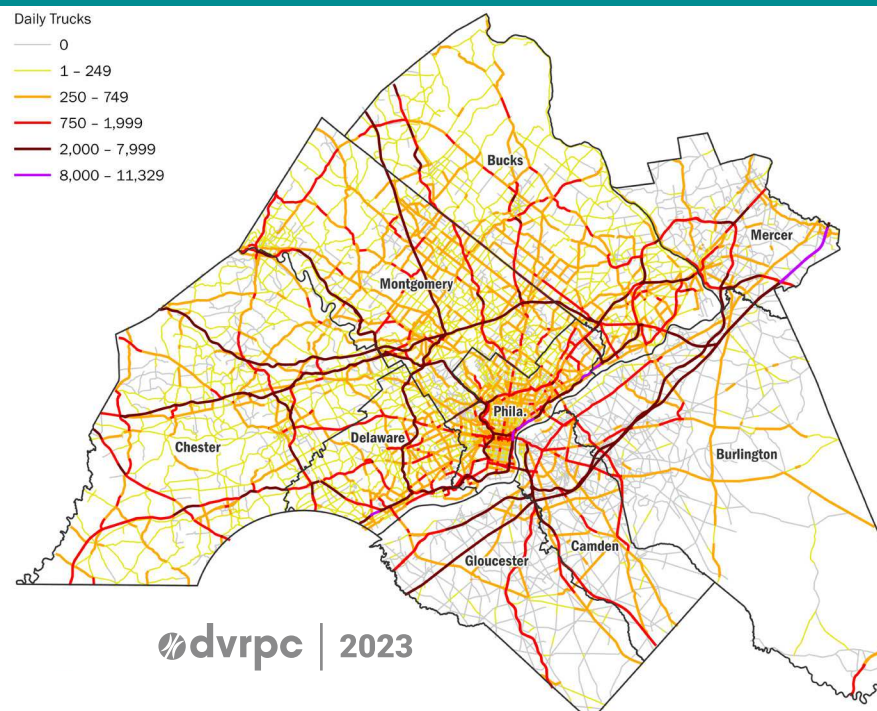


Figure 15. Regional Truck Volumes



Note: This figure shows truck volumes from the Highway Performance Monitoring System (HPMS). NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria uses DVRPC traffic count data, which may lead to slightly different scoring than is shown here. Sources: PennDOT, NJDOT, and the Highway Performance Monitoring System (HPMS).

Table 19. New Jersey Truck Volumes as a Percent of AADT by Functional Class

FUNCTIONAL CLASS CATEGORY	HPMS FUNCTIONAL CLASS CODE	TRUCK TRAFFIC PERCENTAGE	
		RURAL	URBAN
INTERSTATE	1	18.93%	9.40%
OTHER FREEWAY & EXPRESSWAY	2	6.41%	6.41%
OTHER PRINCIPAL ARTERIAL	3	8.28%	5.25%
MINOR ARTERIAL	4	7.24%	4.94%
MAJOR COLLECTOR	5	6.80%	4.50%
MINOR COLLECTOR	6	7.10%	3.83%
LOCAL	7	8.15%	4.72%

The following Vehicle Class Codes were used to compile the percentages shown above: 2D; 3A and 4A; and 2-S2 thru 3-S2-2 from "Travel Activity By Vehicle Type" table from NJDOT's Bureau of Transportation Data and Support, Roadway Systems Section.

Source: NJDOT, 2021.

RANKING PROJECTS

Each candidate project receives a total benefit point score determined by the project's rating score multiplied by the weight for each criterion, which are then summed for all criteria. The end product from the project evaluation criteria analysis is a set of ranked project lists scored by:

- ▶ total benefit points;
- ▶ total benefit points divided by state and federal capital costs;
- ▶ total benefit points divided by state and federal capital costs per multimodal user; and
- ▶ total benefit points divided by state and federal capital costs plus additional operating and maintenance costs per multimodal user.

The first of these is the total benefit point score, based on the sum of each individual criterion's rating. The second compares that score to the project's state and federal formula funding request, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio—such as additional local funding beyond match requirements, non-traditional funding grants, and developer or private contributions—do not count toward a project's cost in this analysis.

The third option divides federal and state formula funding cost by the number of users, then compares that value to the project's total benefit points. The number of multimodal users is defined as the total number of person trips using the facility(ies) within the project's scope each day.

Total daily person trips = driver trips + passenger trips + transit trips + bike trips + pedestrian trips,
where:

- ▶ Driver trips are determined by multiplying the facility's length by its average annual daily traffic minus truck volumes to get daily VMT, which is divided by the average regional light duty vehicle trip length from the current DVRPC

household travel survey. *The 2012–2013 Household Travel Survey for the Delaware Valley Region* results find an average regional light duty vehicle trip length of 7.6 miles.²⁰

- ▶ Daily passenger trips are estimated using average vehicle occupancy from the most recent household travel survey. The 2012–2013 *Household Travel Survey* estimates an average of 1.58 occupants per vehicle per trip, including the driver. An average of 0.58 passenger trips are estimated for every auto driver trip (removing trucks from the AADT).
- ▶ Transit trips are allocated along road segments using transit stop boarding and alighting data. DVRPC's *Regional Transit Screening Platform* (RTSP) shows this by clicking on Surface Transit Reliability, then Access the Data, then toggling to SEPTA Surface Transit Loads.²¹ Projects on roads with NJ Transit or Pottstown Area Rapid Transit (PART) buses score based on an average ridership per mile multiplied by the project length. New transit facilities use ridership projections from the travel demand model.

²⁰ More information about the 2012-2013 Household Travel Survey for the Delaware Valley Region is available at www.dvrpc.org/products/14033. An updated household travel survey is planned for 2025–2026.

²¹ Access the RTSP at www.dvrpc.org/webmaps/rtsp/.

- Bicycle and pedestrian trips come from counts done by DVRPC.²²

Not all projects have data for the number of multimodal users: for example, new facilities without a modeled projection, or existing facilities with no data available. In these cases, the model fails because the equation leads to a division by zero error. As a result, any candidate project where the baseline number of multimodal users is not known, a minimum threshold of 100 users in total for all modes is assumed.

The fourth scoring approach includes additional operating costs from new facilities by adding these into the project's estimated capital cost. The comparison is benefit points per capital plus operating costs per multimodal user. Additional operating costs includes all life-cycle operating and maintenance costs that start from initial deployment of the asset. Table 20 details projected operating costs for new facilities or additional transit service frequency. Data comes from DOT and transit agency transportation asset management plans. In Pennsylvania, statewide costs are increased by 30 percent to reflect higher regional costs and wider roads on average. Differences in operating and maintenance costs between New Jersey and Pennsylvania may reflect the different types of treatments applied along with differences between what is considered a capital expense versus an operating expense. The additional operating cost analysis uses either 50 years or the identified life-cycle for the new asset, whichever is shorter.

The fifth scoring option takes the average rank across all approaches, creating a list of the best to the worst scoring across all four rankings.

The scoring and ranking results are distributed to Financial Planning Subcommittee representatives in advance of any decision making. The highest-scoring projects are the most appropriate for

inclusion in either the Plan or TIP, assuming funding is available. The lowest-scoring projects are generally not funded and may consider rescoping for future evaluations. Scoring and ranking inform the subcommittee on which projects to prioritize for available funding, along with a number of other factors, including project readiness, funding eligibility, budgets for project categories, geographic equity, system level EJ analysis, federal TPM targets, regional and local priorities, political support, and ability to leverage other investments. The RTC then makes a recommendation to the DVRPC Board on which projects to include in the Funded Plan and constrained TIP. The Plan may list aspirational projects as part of the Capital Vision, although these projects must pass the screening portion of the evaluation. The Board makes the ultimate decision over which projects receive funding. The results of these analyses are published as part of the TIP and Plan documentation.

²² Bicycle and Pedestrian counts can be found at www.dvrpc.org/webmaps/trafficcounts/.

Table 20. Projected Annual Operating and Maintenance Costs for New Facilities or Increased Transit Service Frequency (in 2021 \$s)

INFRASTRUCTURE	PA ANNUAL UNIT COST ^a	PA LIFE-CYCLE ^b	PA UNITS	NJ ANNUAL UNIT COST	NJ LIFE-CYCLE ^b	NJ UNITS
BRIDGE	\$3,900 + \$4.20/sq ft.	85	Square Ft. Deck Area	\$103/sq ft.	N/A	Square Ft. Deck Area
PAVEMENT MAINTENANCE & PRESERVATION	\$10,690	65	Segment Miles	\$0.30	N/A	Linear Foot
NON-NHS FACILITY RESURFACING	\$21,060	65	Segment Miles	N/A	N/A	N/A
BUS ROUTE	\$93	N/A	Revenue Service Hour	\$110	N/A	Revenue Service Hour
TROLLEY / LIGHT RAIL ROUTE	\$137	N/A	Revenue Service Hour	\$723	N/A	Revenue Service Hour
REGIONAL / COMMUTER RAIL ROUTE	\$210	N/A	Revenue Service Hour	\$304	N/A	Revenue Service Hour
HEAVY RAIL ROUTE	\$88	N/A	Revenue Service Hour	N/A	N/A	N/A
TRAFFIC SIGNAL	\$4,875	20	Signal	5%	20	Capital Cost
ITS EQUIPMENT	5%	20	Capital Cost	5%	20	Capital Cost

^a PennDOT statewide costs are increased by 30 percent to reflect higher costs in the region and wider roads, on average.

^b The additional operating cost analysis uses the shorter period of either 50 years or the identified life-cycle in Table 20.

Sources: National Transit Database, 2021; PennDOT Transportation Asset Management Plan, 2023; New Jersey DOT Transportation Asset Management Plan, 2022.

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APPENDIX A.

MAJOR REGIONAL PROJECT DEFINITIONS

The *Connections 2050* Plan defines MRPs as large-scale projects that have a significant impact on regional travel.²³ Almost all network expansion projects are MRPs, as are large-scale reconstruction projects on the region's freeways and bridges. Major Operational Improvement initiatives, such as SEPTA's Trolley Modernization project, are listed in the Plan, as are large-scale bike and pedestrian initiatives, such as the Circuit Trails network. MRPs are further defined as follows.

Network Expansion

- **Roads:** Addition of new through lanes by widening, extending, or building new limited access highways of any length; creating a new interchange between highways (HPMS functional classes 1 or 2) and arterials (HPMS functional classes 3 or 4); widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or a project cost greater than \$25 million in the Plan's base year dollars. Some projects listed in network expansion also have operational improvement components. These include adding flex lanes or part-time shoulder use lanes to existing facilities, and adding missing movements to existing partial interchanges.
- **Transit:** New stations on existing lines (including station parking needs), extension of existing lines, or new rail and BRT routes.

Operational Improvement and System Preservation

- **Roads:** Projects that improve the condition of or reconstruct NHS facilities, or facilities with more than 25,000 vehicles per day, have more than 25,000 square feet of bridge deck area, cover more than 20 lane miles, cost more than \$25 million in the Plan's base year dollars, or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.
- **Transit:** Projects that improve or make major repairs to existing rail lines at a cost greater than \$25 million in the Plan's base year dollars; make major improvements to stations (generally aimed at rehabbing/upgrading the full facility; but can include major ADA initiatives to bring a station into compliance or roof replacements greater than 50,000 square feet) with more than 5,000 daily boardings or alightings, or cost greater than \$25 million; make procurements that replace five or more vehicles in existing rail fleets; double track or add sidings to existing passenger rail lines; upgrade a traditional bus route with BRT service; or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.

Many MRPs fit into more than one of the above categories. Any project with a network expansion component—no matter the size—is listed in the network expansion category in the Plan. Any project that makes operational improvements, but does not contain network expansion elements, is listed in the operational improvements category. System

²³ MRP definitions are shown pages 167–168 in the *Connections 2050 Process & Analysis Manual*. The next plan will update these definitions.

preservation projects that do not make operational or network expansion improvements is listed in the system preservation category. Only projects that deal exclusively with bike and pedestrian facilities are listed in this category, although nearly all system preservation, operational improvement, and network expansion MRPs include some bike and pedestrian components. Only projects that do not fit into any of these categories are listed as Other.

APPENDIX B.

COMMUNITY ENGAGEMENT AND EQUITY GUIDANCE

For projects that do not pass the initial EJ screening, documented community engagement must be conducted by sponsors that includes participation by “interested parties” who are given a reasonable opportunity to comment on the project.²⁴ This includes racial minority, ethnic minority, and low-income persons living in the census tracts affected by the proposed investment. In order to effectively engage the community in a discussion about desired system performance outcomes and priorities, information must be presented in ways that are easy to understand by all audiences.

The project development process offers additional outreach opportunities to help identify and mitigate potential EJ burdens. Some best practices in engagement with EJ communities include:

- ▶ seeking out and considering the needs of EJ communities;
- ▶ adequate public notice of public participation activities and time for public review and comment at key decision points;
- ▶ timely notice and reasonable access to information about transportation issues and processes;
- ▶ visualization techniques to describe projects or programs;
- ▶ making public information (technical information and meeting notices) available in electronically accessible formats;
- ▶ holding any public meetings at convenient and

accessible locations and times;

- ▶ demonstrating explicit consideration and response to public input received during the development of the project;
- ▶ providing an additional opportunity for public comment, if the project differs significantly from the version that was made available for public comment initially.

FTA provides further guidance in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.²⁵ Planning partners are encouraged to use DVRPC’s *Public Participation Plan* to guide their outreach and use and/or adopt DVRPC’s *Title VI Plan* to comply with non-discrimination requirements of all projects that use federal funding.²⁶

While the project evaluation criteria provides a high-level screening for EJ benefits and burdens, the National Environmental Policy Act (NEPA) conducts a much more in-depth analysis. NEPA analysis occurs after projects are evaluated and selected for inclusion in either the TIP or the Plan. Both PennDOT and NJDOT evaluate potential adverse effects on low-income and minority populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on these populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project-level EJ/Title VI analysis. These include certain pavement and bridge

²⁴ 36 23 CFR 450.316(a) and 23 CFR 450.210(a)(1)(i).

²⁵ Access FTA’s *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* at www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making.

²⁶ Access DVRPC’s *Public Participation Plan* at www.dvrpc.org/products/tm18012/ and the commission’s *Title VI Plan* at www.dvrpc.org/products/tm14010/.

preservation, rehabilitation, and reconstruction projects; non-complex intersection improvements, traffic operations, bicycle and pedestrian, and slope restoration projects; emergency projects; and projects where the Secretary of Transportation has identified a transportation-related hazard in need of immediate action. This process includes evaluation to ensure that impacts to right-of-way and traffic patterns are minimal and that there are no significant public controversies on Title VI issues pertaining to the project before declaring any specific projects exempt. For more information, see *PennDOT Publication #746*.²⁷ DVRPC utilizes this document to evaluate projects in both Pennsylvania and New Jersey in order to apply a similar, federally approved methodology.

For non-exempt projects (anything not defined as exempt in PennDOT Publication #746), information on disadvantaged populations gathered during the planning process is evaluated, and additional information about populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process as requested at the project level.

The NEPA and exempt/non-exempt analyses identify and discuss both direct impacts and indirect, cumulative effects that would result from a given project, then determine if there are potential disproportionately high and adverse effects on EJ populations. If it is determined that there are potential disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project. If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC is available to assist local, state, and federal planning partners in identifying and documenting strategies that avoid, mitigate, or minimize these impacts, as needed.

In addition to the *Plan–TIP Project Evaluation Criteria*, DVRPC conducts system-level analysis for both the Plan and TIP programs as a whole. For example, bridge and pavement asset condition and safety data are analyzed alongside candidate projects and demographic information, including low-income, racial minority, and ethnic minority populations, in order to facilitate conversations among regional stakeholders about how to maintain and improve the region’s transportation network equitably, avoiding disproportionate impacts or levels of investment.

Through its Title VI Compliance Program, DVRPC continues to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens. DVRPC’s analysis of benefits and burdens considers all projects, including those that are typically categorized by PennDOT in consultation with FHWA as exempt in the *Project Level Environmental Justice Guidance* framework, in order to provide a comprehensive, high-level evaluation of the potential impacts of the projects on the TIP and the Plan.

²⁷ Access PennDOT’s Publication #746 at www.dot.state.pa.us/public/pubsforms/Publications/Pub%20746.pdf.

APPENDIX C.

PROJECT CATEGORIES

Table C-1 lists the 23 road and 3 transit subcategories for the update to *Connections 2050*. These categories are used to classify transportation investments, help to better understand how transportation revenues are being allocated, and in some instances they are used in the project evaluation criteria.

There are nine higher-level categories (R1 to R6 and T1 to T3) that group these subcategories together. They are:

- ▶ R1 Pavement Preservation and Modernization
- ▶ R2 Bridge Preservation
- ▶ R3 Substantive Safety
- ▶ R4 Mobility Operational Improvements
- ▶ R5 Roadway Expansion
- ▶ R6 Green Transportation
- ▶ T1 Transit Preservation and Modernization
- ▶ T2 Transit Operational Improvements
- ▶ T3 Transit System Expansion

Table C-1. Update to *Connections 2050* Project Categories

CAT ID	SUBCATEGORY	DESCRIPTION
R1.01	INTERSTATE PAVEMENT PRESERVATION	Projects that improve or reconstruct regional Interstate facilities, including preventive maintenance, resurfacing, reconstruction, and appurtenances. Appurtenances include signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls. Funding for these projects in Pennsylvania come from the Interstate Management Program (IMP).
R1.02	NON-INTERSTATE PAVEMENT PRESERVATION & MODERNIZATION	Projects that improve or reconstruct regional national highway system (NHS) facilities, including preventative maintenance, resurfacing, reconstruction, and appurtenances on state-maintained roadway facilities. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls.
R1.03	LOCAL FEDERAL AID ROADS	Preventative maintenance, resurfacing, and reconstruction for local federal aid roads. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls
R2.01	INTERSTATE BRIDGE PRESERVATION	Projects that improve or reconstruct regional Interstate bridge facilities, including maintenance, rehabilitation, and replacement of Interstate bridge facilities, as well as dam rehabilitation and reconstruction. Maintenance can include scouring, washing, or replacement of expansion joints, rocker bearings, or underpinnings. Rehabilitation includes fixing or replacing one or more of the three main bridge components (the deck, the superstructure, or the substructure), and can include painting metal bridges and deck overlays. Funding for these projects in Pennsylvania comes from the IMP.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories

CAT ID	SUBCATEGORY	DESCRIPTION
R2.02	NON-INTERSTATE BRIDGE PRESERVATION	Projects that improve or reconstruct regional NHS bridge facilities, including maintenance, rehabilitation, and replacement following the same schedule as Interstate bridge maintenance, as well as dam rehabilitation and reconstruction. This category includes preservation of existing bike and pedestrian facilities on non-Interstate bridges.
R2.03	BRIDGE REMOVAL	Removal of bridges that will not be replaced. These are air-quality-significant projects that also carry long-term funding implications, as federal money can never be used to build a bridge at that location again if it has been used to fund the bridge in the past.
R2.04	LOCAL BRIDGE PRESERVATION	Projects that improve or reconstruct county and local bridge facilities including maintenance, rehabilitation, and replacement, as well as dam rehabilitation & reconstruction. This category includes preservation of existing bike and pedestrian facilities on local federal aid bridges.
R3.01	SUBSTANTIVE SAFETY	Projects that go beyond adherence to design criteria and safety standards in a way that improves the safety performance of a roadway and reduce roadway fatalities and serious injuries. Includes Highway Safety Improvement Program (HSIP) projects; FHWA Proven Safety Countermeasures improving speed management, roadway departures, intersections, crosscutting, and safety enhancements to existing bicycle and pedestrian facilities; grade-separated rail crossings; and portions of Complete Streets projects that include road diets and other safety countermeasures.
R3.02	INCIDENT MANAGEMENT	Capital and operating funds for safety service patrols, local traffic incident management task forces, emergency communication networks, security, and other tools related to responder safety.
R4.01	ACCESSIBILITY IMPROVEMENTS	New gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet.
R4.02	INTERSECTION IMPROVEMENTS	Intersection/interchange improvements, roadway realignments, channelization, access management, new turning lanes, and diverging diamond and single-point urban intersection treatments.
R4.03	TRANSPORTATION SYSTEM MAINTENANCE AND OPERATIONS	Capital and operating costs for maintaining and restoring the performance of an existing transportation system before extra capacity is needed. Strategies and investments include traffic signal management and coordination, Intelligent Transportation Systems infrastructure (ITS), active traffic management systems; as well as Integrated Corridor Management (ICM). Funds support DOT, county, and local operations.
R4.04	VEHICLE TECHNOLOGY	Deployment of connected vehicle, automated vehicle, and electric vehicle (EV)-charging infrastructure and establishment of an interconnected network to facilitate data collection, access, and reliability, as well as mobility hubs for intermodal transfers. EV investments include funding from the National Electric Vehicle Infrastructure (NEVI) Formula Program.
R5.01	MAJOR ROAD NETWORK EXPANSION	Large-scale projects that have a significant impact on regional travel. These include addition of new through lanes by widening, extending, or building new limited access highways of any length; creating new interchanges between highways (Highway Performance Monitoring System [HPMS] functional classes 1 or 2) and arterials; widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or adding additional capacity for flex lanes or part-time shoulder use to existing facilities.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories

CAT ID	SUBCATEGORY	DESCRIPTION
R5.02	MINOR ROAD NETWORK EXPANSION	Network expansion projects that do not rise to the level of Major Regional Project but have a significant impact on regional travel. These projects are generally less than three lane miles in length on minor arterial, collector, or local roads.
R5.03	ADDITIONALLY FUNDED ROAD NETWORK EXPANSION	Network expansion projects that are awarded to the region from competitive funding or other non-formula funded sources. These projects are often funded through PennDOT's Multimodal Fund and NJDOT's Local Freight Impact Fund, and are often focused on enhancing goods movement or multimodal improvements. Since these investment decisions are made outside regional control, they are not counted against caps on system expansion investments.
R6.01	BICYCLE & PEDESTRIAN NETWORK EXPANSION	Bicycle lanes, protected bicycle lanes, sidepaths, trails, sidewalks, bicycle and pedestrian bridges, overpasses or tunnels, project engineering, curb ramps and other ADA improvements. Includes new bike/ped facilities built as part of Complete Streets projects. Bike and pedestrian facilities are listed as FHWA Proven Safety Countermeasures, but are listed here to highlight expansion needs and investments. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1, R2, and R3.
R6.02	OFF-ROAD TRAIL PRESERVATION	Resurfacing and reconstruction of existing trails. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1 and R2.
R6.03	COMMUNITY CONNECTIONS	Expressway-to-boulevard conversions, and highway capping that converts airspace into green space or other parcels to reconnect communities.
R6.04	ENVIRONMENTAL MITIGATION & RESILIENCY	Streetscaping improvements that include enhancing tree canopy, installing green stormwater infrastructure, landscaping, cooling features, and GHG-emission mitigation strategies; existing fleet diesel retrofits or replacements with electric vehicles, as well as non-project-specific needs like wetland mitigation and cultural resource preservation; and environmental remediation and testing associated with underground storage tanks, lead-based paint, asbestos, soil and groundwater, and air quality (sometimes included as part of project costs in other funding categories). Specific funding programs include CMAQ project engineering, Air Quality Action Program, CARBON, and PROTECT.
R6.05	TRAVEL DEMAND MANAGEMENT	Carpool and vanpool programs, telecommuting, variable work hours, and other policies that provide alternatives to SOVs. Funding for transportation management associations (TMAs), marketing for the Mobility Alternatives Program (MAP), Assisting Commuters After COVID, and Share-A-Ride. Some of these programs require a local match, which is not reflected in the Capital Vision.
R6.06	RAIL IMPROVEMENTS	Roadway funds dedicated for rail improvements to both the freight and passenger rail network, including new park-and-ride facilities at existing stations; as well as rubber-tire transit investments, including shelters, wayfinding, real-time information, passenger amenities, and street repaving and marking to support bus operations.
R6.07	REGIONAL PROGRAMS	Local and regional planning and studies, regional GIS support, the regional travel demand model, and other miscellaneous items, such as equipment purchases and maintenance and storage facilities. This project category is for DVRPC work program items or pass-through funds for county work programs.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories

CAT ID	SUBCATEGORY	DESCRIPTION
T1	TRANSIT PRESERVATION & MODERNIZATION	Projects that improve or make repairs to existing transit assets; replace or rehabilitate transit vehicles, guideway systems, storage, or maintenance facilities or equipment; or renovate transit stations, including to meet ADA accessibility requirements. Replacement of bridges, as well as set-aside program funding to address future infrastructure and vehicle needs as they arise. This category also includes trackage fees that support state-of-good repair maintenance on Amtrak assets.
T2	TRANSIT OPERATIONAL IMPROVEMENTS	Projects that advance transit capacity or operational improvements, such as adding guideway or sidings to existing passenger rail lines, or upgrading a traditional bus route with BRT service. This category also includes traffic signal prioritization for transit at roadway intersections, as well as improvements to transit operations centers, facilities, and other assets.
T3	TRANSIT NETWORK EXPANSION	New stations, parking, or other facilities on existing lines (including station parking needs), extension of existing lines, new rail and BRT routes, or new ferry service.

Source: DVRPC, 2023.

Plan-TIP Project Evaluation Criteria

Publication Number: 23128

Date published: October 2023

Geographic Area Covered: Nine-County Delaware Valley Region, comprised of Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Keywords: Transportation Improvement Program, TIP, Long-Range Plan, Plan, Evaluation, Criteria, Project, Major Regional Project, Screening, Transportation Performance Management, Resiliency, Floodplains, Sustainability, Land Use Vision, Equity, Environmental Justice, Benefits and Burdens, Impervious Surface Coverage, Greenhouse Gas Emissions, Air Quality, Centers, Form, Development Intensity Zones, Safety, Vision Zero, Condition, Asset Management, Lowest Life-Cycle Cost, Connectivity, Reliability, Planning Time Index, Congestion Management, Congested Corridors, Trucks, Ranking, Community Engagement, Project Categories.

Abstract: The *Plan-TIP Project Evaluation Criteria* are used to evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management (TPM) targets for safety, asset condition, and system performance. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). There are two tiers to the evaluation: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of ten project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal TPMs. Candidate projects are rated with the evaluation criteria to score 'benefit points.' The benefit points are used to create four different ranking systems that compare total benefit points on their own and then with capital costs, capital costs per multimodal user, and capital plus additional operating costs per multimodal user. These four different rankings are also averaged and shared with the Financial Planning Subcommittee to provide a data-informed analysis to guide project prioritization in the Plan and TIP.

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Appendix E

Executive Summary of the Documentation of the Conformity Finding

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Transportation Conformity Demonstration:

Connections 2050 Long-Range Plan,
and FY 2025TIP for Pennsylvania
Executive Summary



July 2024



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.

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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 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 (U.S. 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 Pennsylvania Department 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:

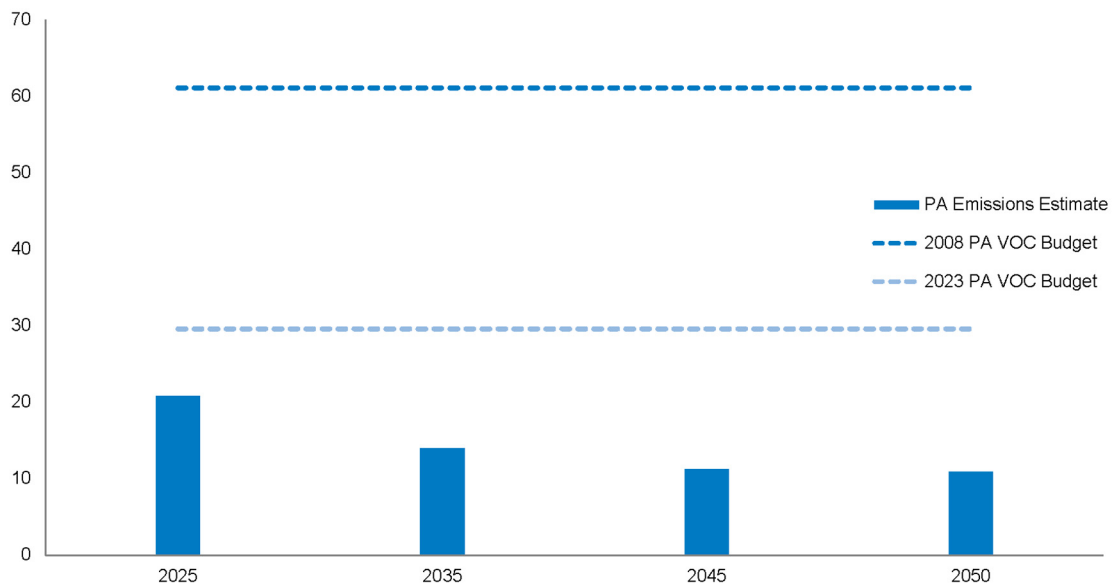
- that the Plan and the TIP are fiscally constrained [40 CFR 93.108];
- that this determination is based on the latest planning assumptions [40 CFR 93.110];
- that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- that DVRPC has made the determination according 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/aqmguid/collection/cp2/20120701_otaq_epa-420_b-12-046_guidance_multi-jurisdictional_transport_conformity.pdf

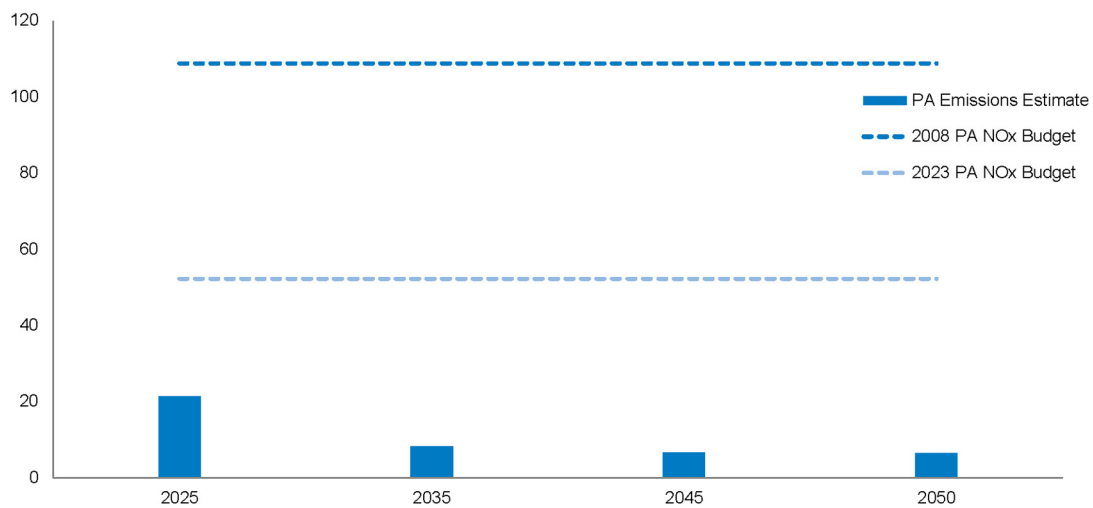
Figure 1: VOCs Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2024

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

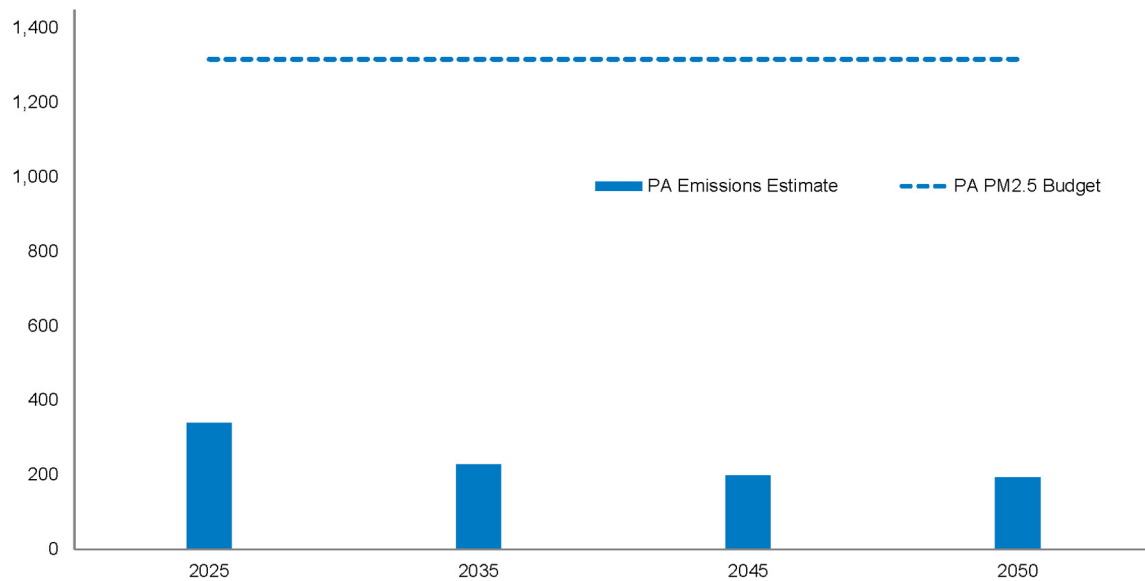
Figure 2: NO_x Emissions Analysis Results (Tons/Day)



Source: DVRPC, 2024

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

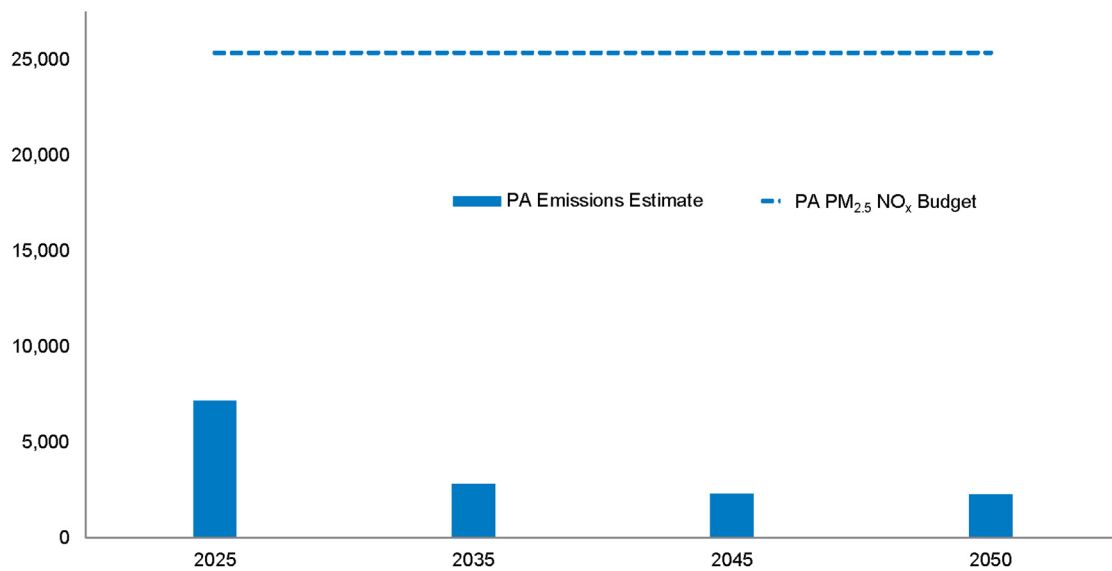
Figure 3: Annual and 24-Hour Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

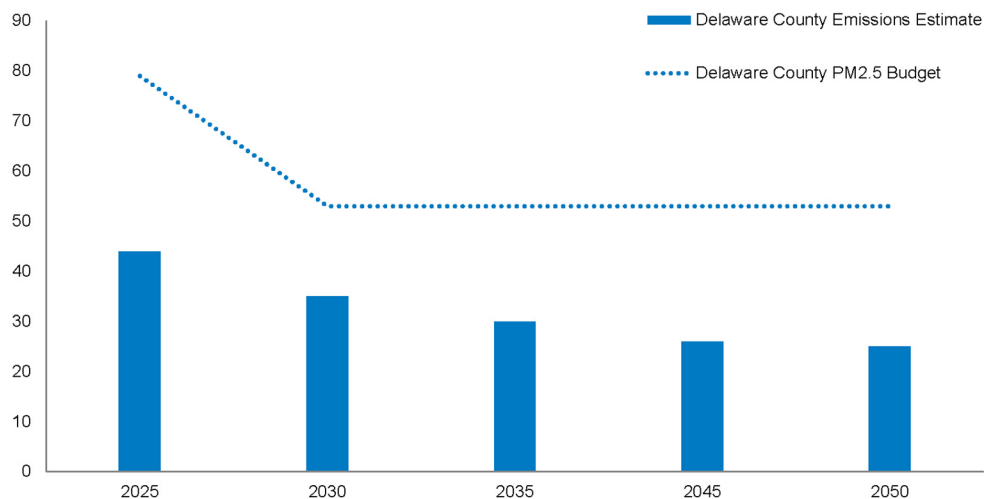
Figure 4: Annual and 24-Hour NO_x Precursor Emissions Analysis Results (Tons/Year)



Source: DVRPC, 2024

The most recent MVEBs apply to all future analysis years.

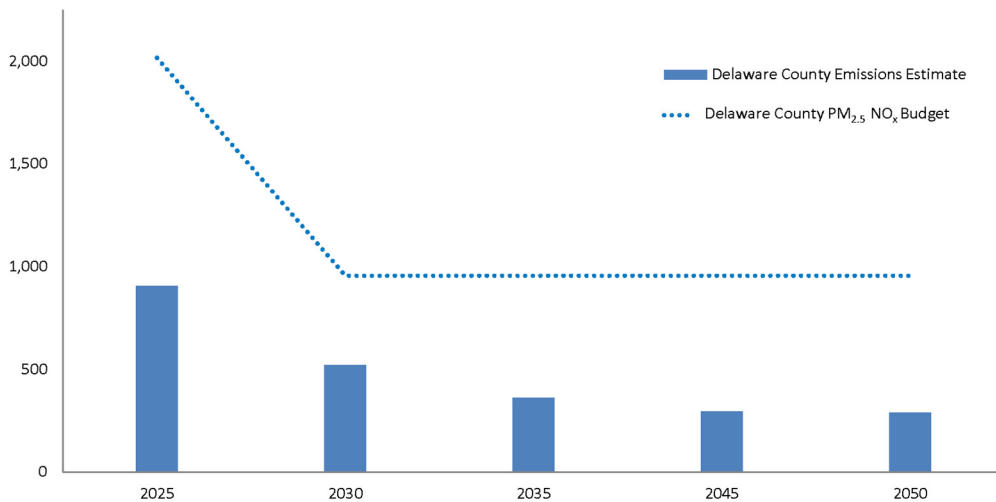
Figure 5: Delaware County Annual Direct PM_{2.5} Emissions Analysis Results (Tons/Year)



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 TIP for Pennsylvania 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.

Transportation Conformity Demonstration

Connections 2050 Long-Range Plan and FY2025 TIP for Pennsylvania

Publication Number: 24147

Date Published: July 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 TIP for Pennsylvania. 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 for Pennsylvania 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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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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Appendix F

Environmental Justice Appendix

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APPENDIX F: TITLE VI AND ENVIRONMENTAL JUSTICE (EJ) SUPPORTING DATA AND MAPPING

This appendix includes detailed tables and maps to complement the information provided in Chapter 3. All tables include data for the DVRPC-PA region of Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

Demographic Analysis

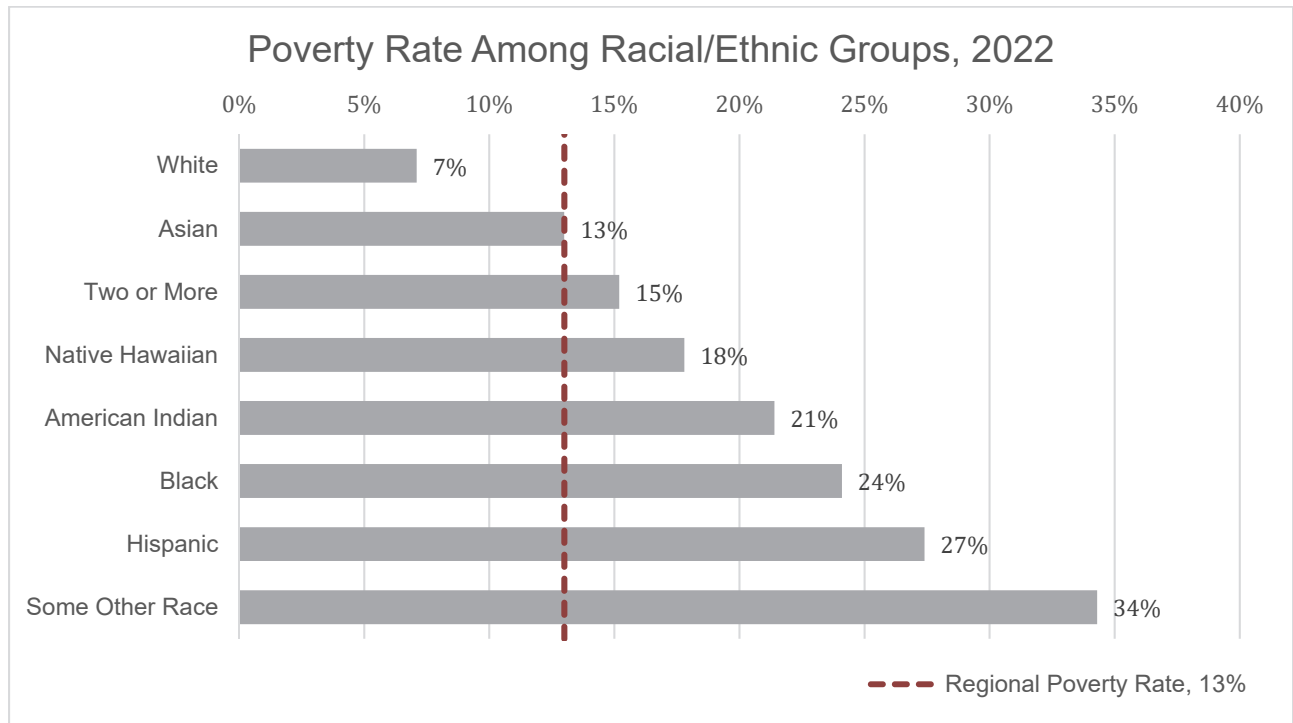
Table F1: Populations Estimates in the DVRPC-PA Region (2018-2022)

Population for Five DVRPC Pennsylvania Counties	Population Estimate	Regional Percentage
Total	4,206,556	100%
White, Non-Hispanic	2,476,647	60%
Minority	1,705,215	40%
Black or African American, Non-Hispanic	873,519	21%
Asian, Non-Hispanic	286,887	7%
Two or more races, Non-Hispanic	142,545	3%
Hispanic	402,264	10%
Low-Income Population*	1,074,068	26%
Other Communities of Concern		
Limited English Proficiency (LEP)	278,515	7%
Persons with a Disability	538,310	27%
Female Head of Household with Child	95,385	6%
Elderly (65 years or older)	691,650	16%
Carless Households	244,629	15%

Source: American Community Survey, U.S. Census Bureau, 2018-2022.

*DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F2: Cross-tabulations of Low-Income and Minority Populations



Source: American Community Survey, U.S. Census Bureau, 2018-2022.

*DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Figure F1: Concentrations of Low-Income Populations

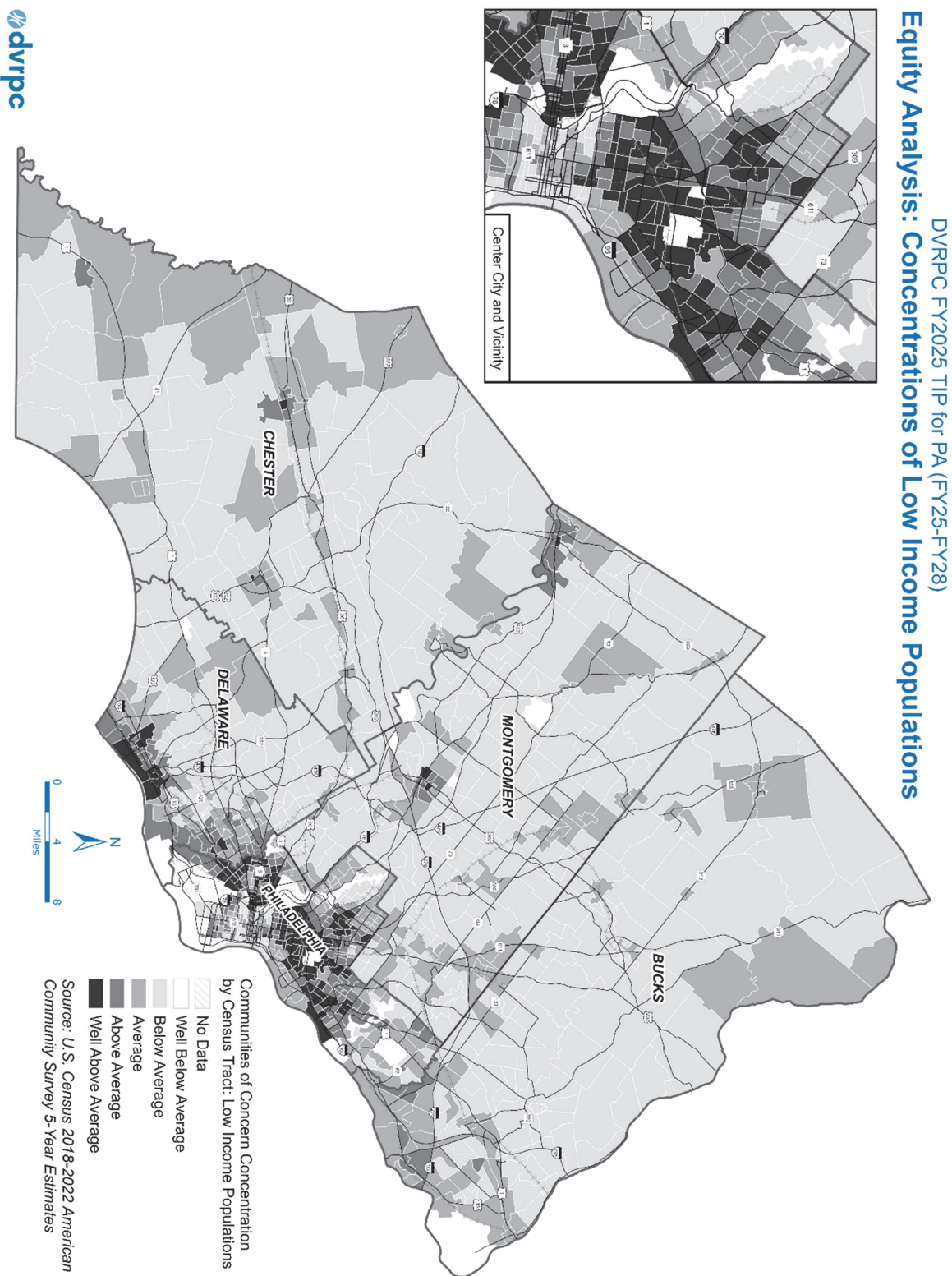


Figure F2: Concentrations of Racial Minority Populations

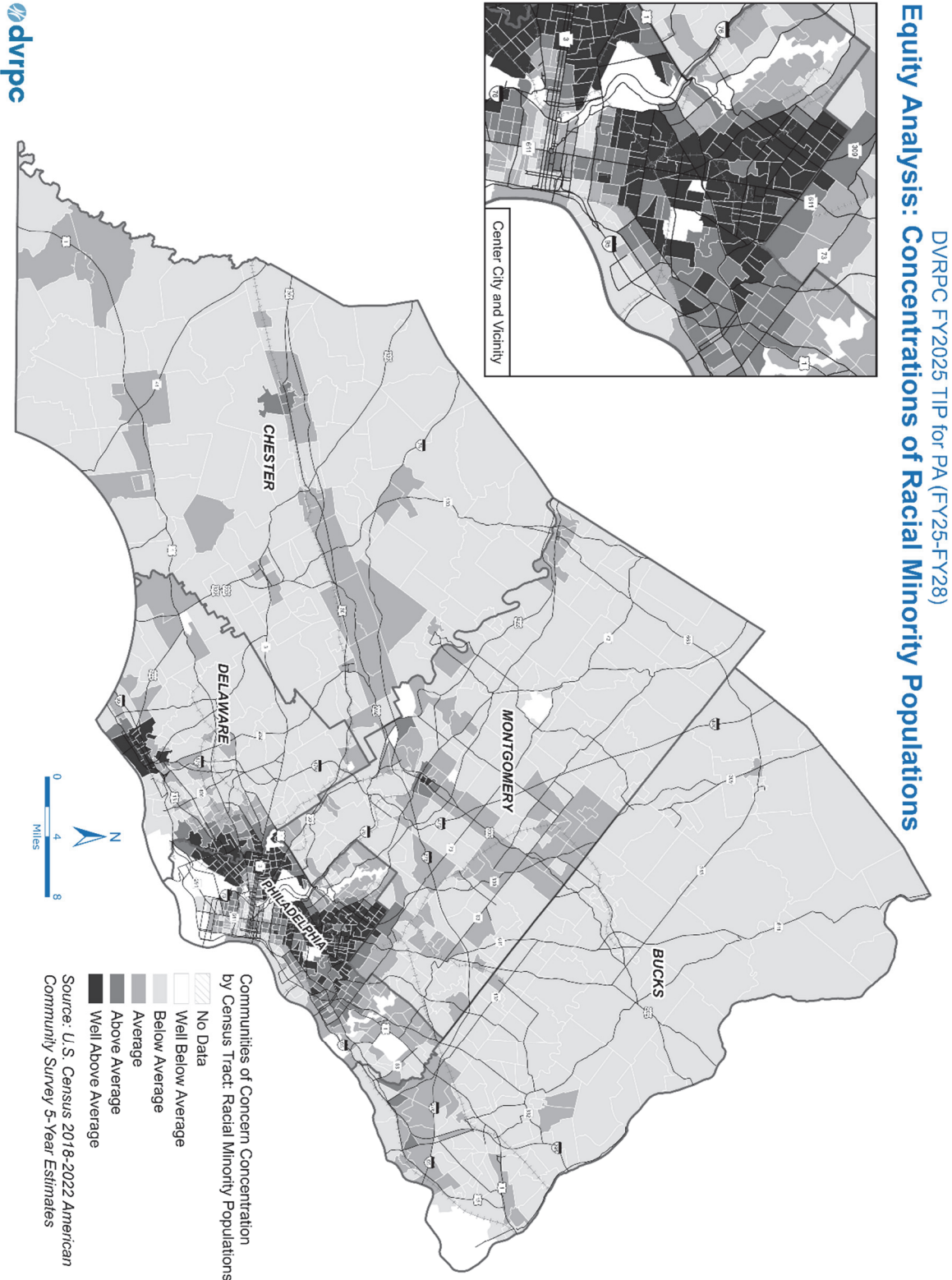
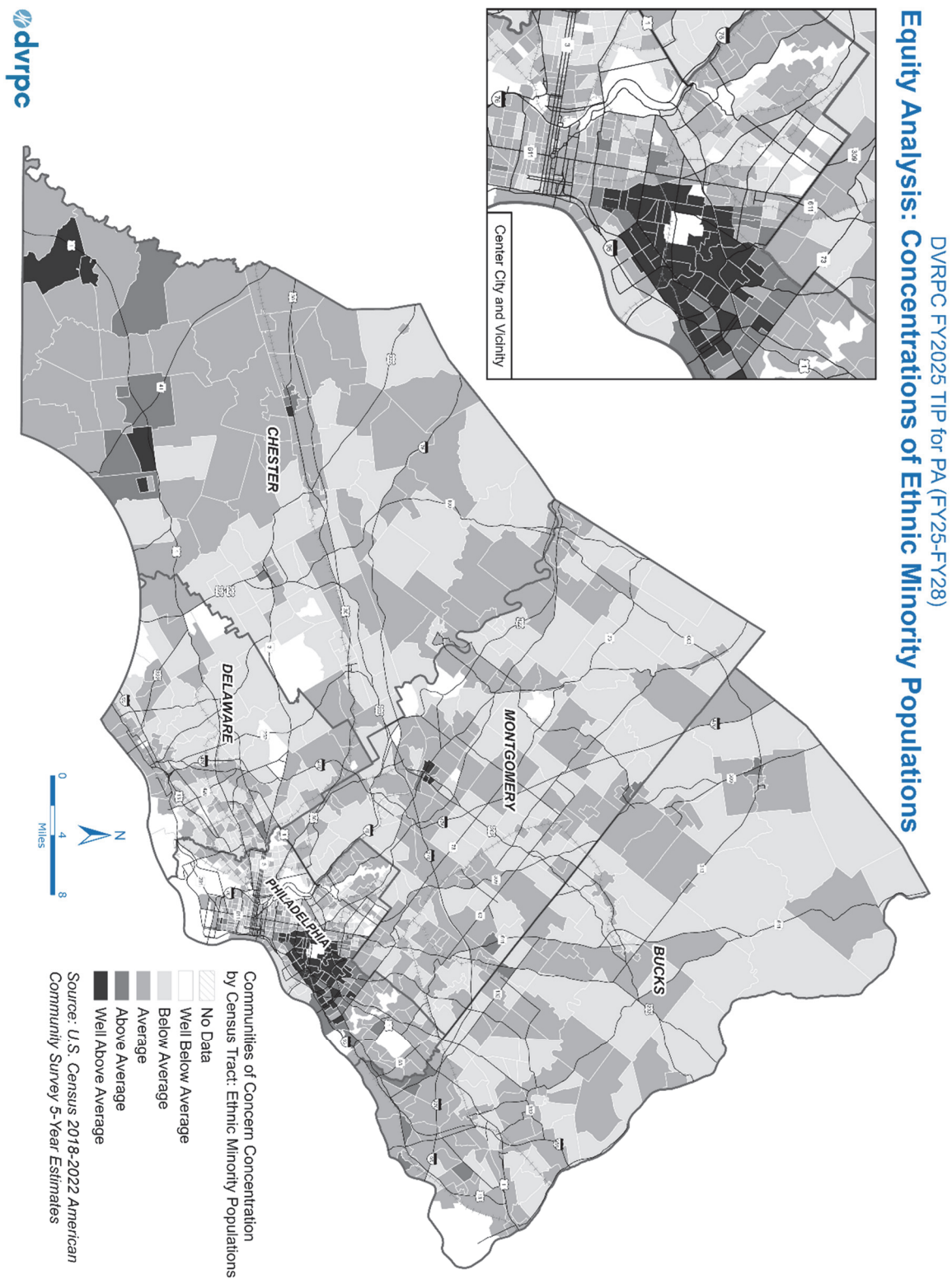


Figure F3: Concentrations of Ethnic Minority Populations



Assessing Conditions and Needs

Data included in the tables and maps below were acquired from the US Census Bureau, 2018-2022 American Community Survey 5-year estimates and PennDOT. The International Roughness Index (IRI) data for pavement condition is collected by PennDOT for about 30,000 miles of state road network across Pennsylvania. The bridge condition data was collected from PennDOT's Bridge Management System (BMS). Low-income and minority population intervals were based on the breaks used for DVRPC's Indicators of Potential Disadvantage (IPD). Note that this analysis defined "Low-Income" as 200 percent of the federal poverty level or less, and data was analyzed at the census tract level. DVRPC utilized data provided by PennDOT and sourced from the US Census Bureau data to calculate and compile the results shown in the following tables and maps.

Table and map representations of asset condition data shown alongside demographic data are consistent with methodology put forth in the [South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide](#).

Table F3: Distribution of Poor Condition Bridges by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	545,212	13.0%	37	20.1%	429,617	13.1%
Above Average	710,636	16.9%	70	22.5%	609,641	14.2%
Average	1,177,761	28.0%	177	14.5%	972,175	10.1%
Below Average	1,767,679	42.1%	328	13.3%	823,900	6.7%
DVRPC- PA Regional	4,201,288	100%	527	14.0%	2,328,525	7.9%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F4: Distribution of Poor Condition Bridges (State and Local) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	685,144	16.3%	39	21.0%	488,509	27.5%
Above Average	534,907	12.7%	43	20.9%	252,667	12.9%
Average	1,069,545	25.5%	135	12.4%	720,346	6.9%
Below Average	1,911,692	45.5%	385	14.5%	1,276,380	8.1%
DVRPC- PA Regional	4,201,288	100%	527	14.0%	2,328,525	7.9%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F5: Distribution of Poor Condition Bridges (State and Local) by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	291,054	6.9%	17	18.5%	207,877	25.9%
Above Average	269,236	6.4%	31	17.9%	206,427	14.1%
Average	2,163,073	51.5%	311	14.6%	1,191,541	7.5%
Below Average	1,406,561	33.5%	255	13.8%	1,252,988	11.5%
Well Below Average*	71,364	1.7%	11	19.6%	70,795	7.7%
DVRPC- PA Regional	4,201,288	100%	527	14.0%	2,328,525	7.9%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

*DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.

Equity Analysis: Concentrations of Low Income Populations

BRIDGE CONDITION

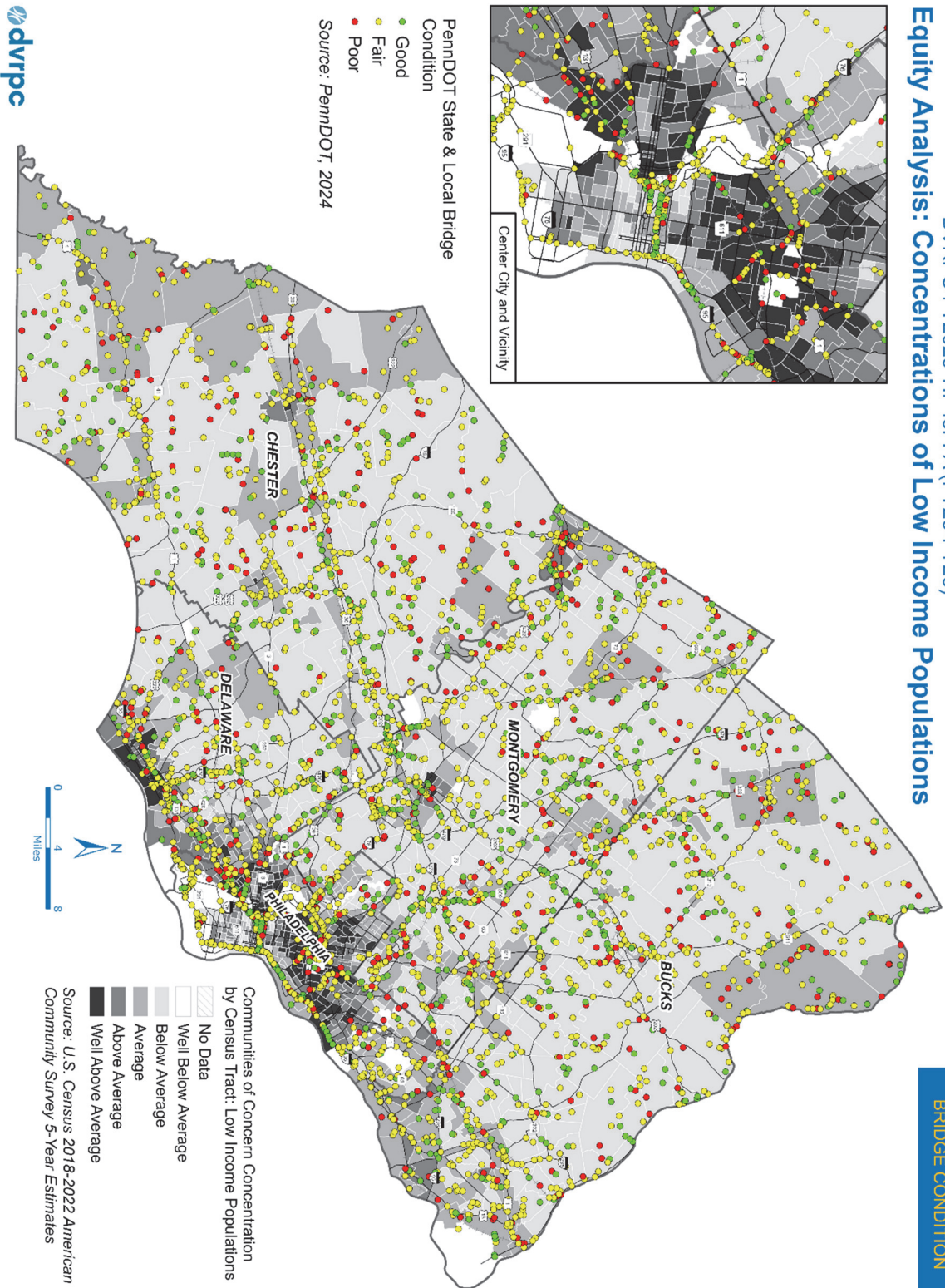


Figure F4: Bridge Condition and Concentrations of Low-Income Populations

Figure F5: Bridge Condition and Concentrations of Racial Minority Populations

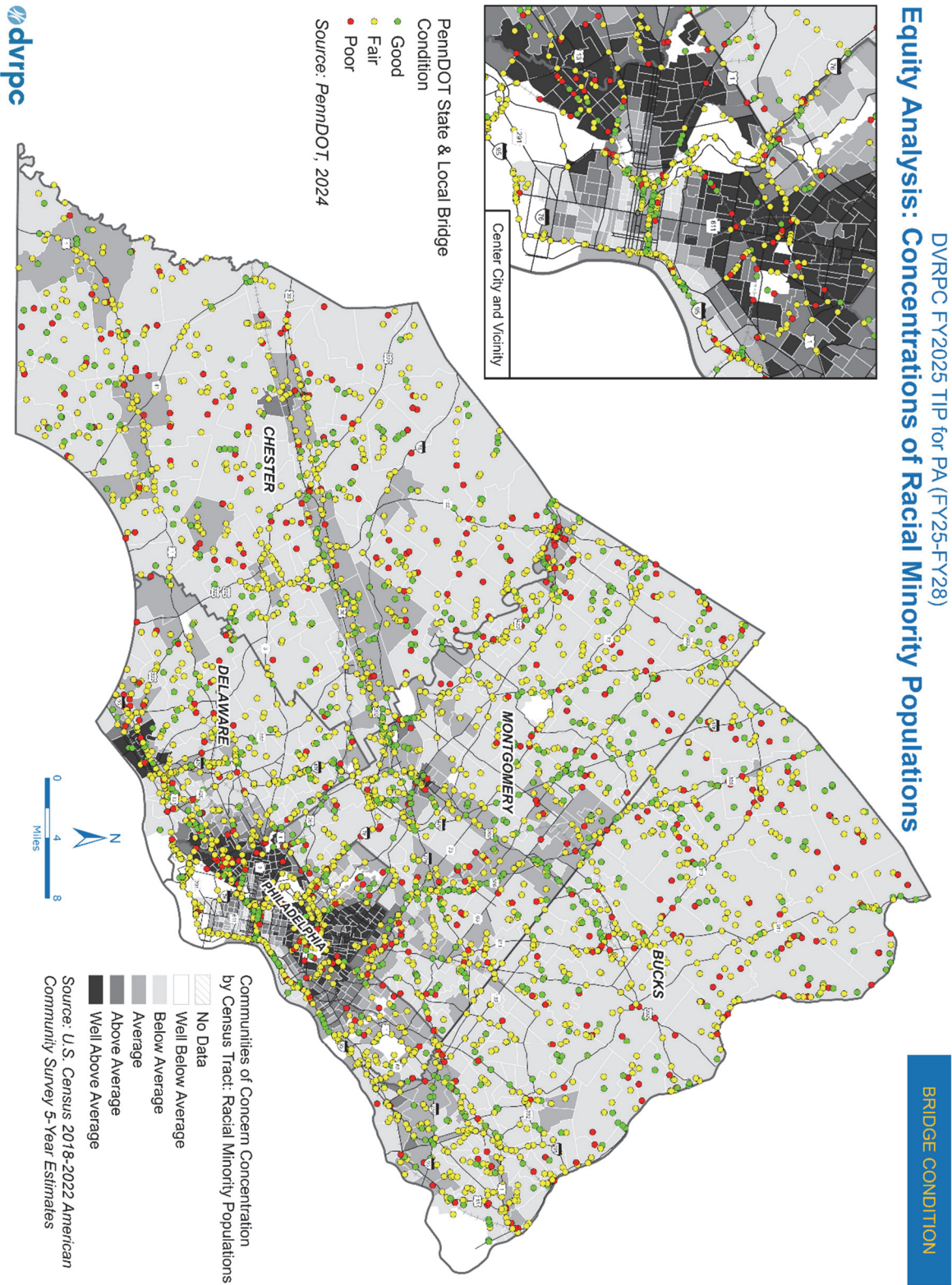


Figure F6: Bridge Condition and Concentrations of Ethnic Minority Populations

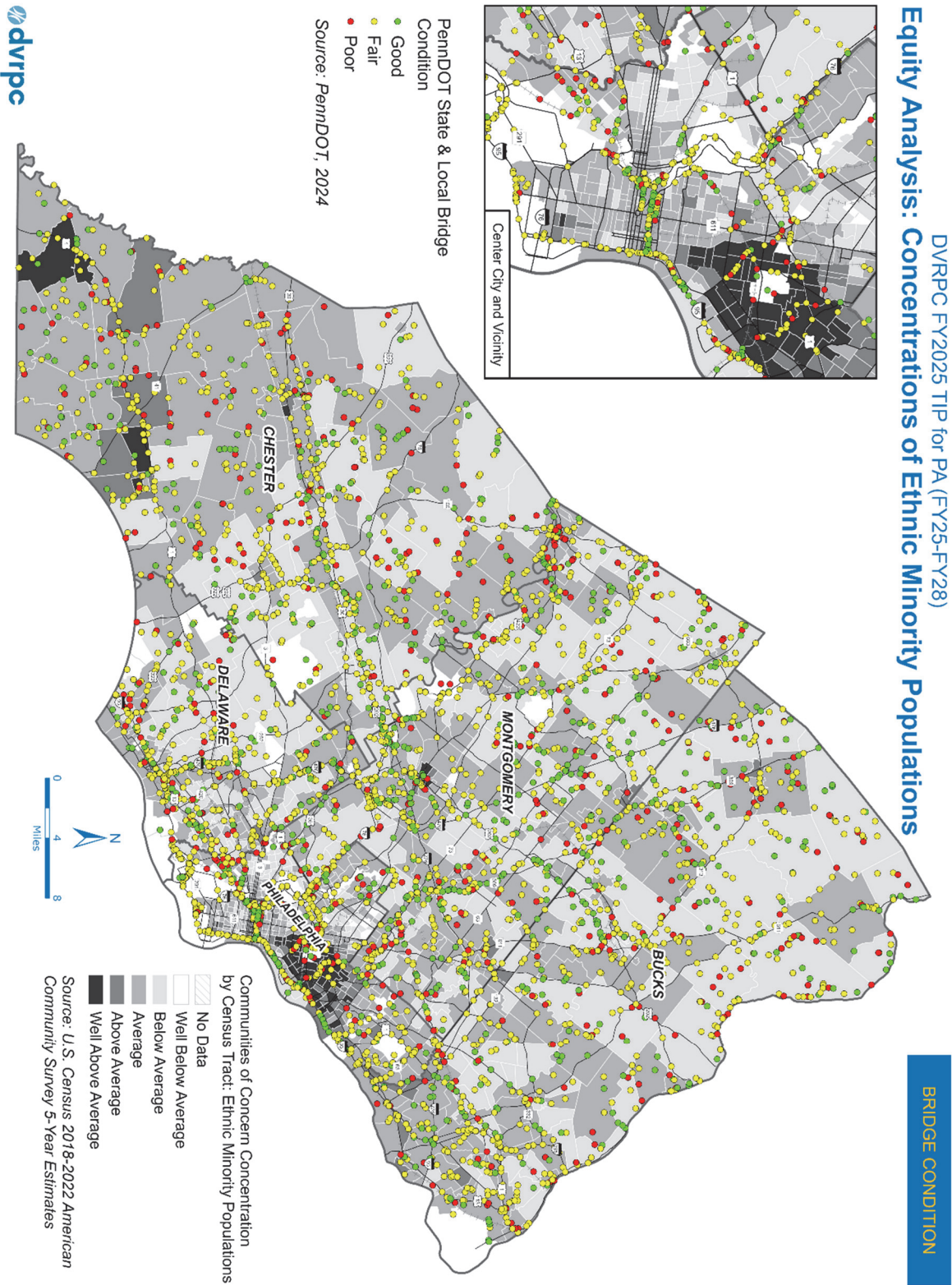


Table F6: Distribution of International Roughness Index (IRI) Values by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	545,212	13.0%	3.3%	18.5%	24.9%	48.7%
Above Average	710,636	16.9%	2.9%	18.3%	32.9%	40.3%
Average	1,177,761	28.0%	8.5%	28.8%	31.8%	25.4%
Below Average	1,767,679	42.1%	10.0%	29.9%	32.6%	17.6%
DVRPC- PA Regional	4,201,288	100%	9.2%	29.2%	32.3%	21.3%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F7: Distribution of International Roughness Index (IRI) Values by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	685,144	16.3%	2.3%	10.1%	27.6%	51.9%
Above Average	534,907	12.7%	3.4%	16.2%	29.0%	46.5%
Average	1,069,545	25.5%	9.5%	26.6%	28.6%	24.5%
Below Average	1,911,692	45.5%	9.8%	31.5%	33.2%	17.5%
DVRPC- PA Regional	4,201,288	100%	9.2%	29.2%	32.3%	21.3%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F8: Distribution of International Roughness Index (IRI) Values by Ethnic Minority
Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	291,054	6.9%	2.4%	33.8%	34.1%	28.0%
Above Average	269,236	6.4%	11.2%	27.5%	30.8%	30.2%
Average	2,163,073	51.5%	8.6%	27.3%	32.3%	22.8%
Below Average	1,406,561	33.5%	9.3%	30.2%	32.2%	19.5%
Well Below Average*	71,364	1.7%	4.3%	23.0%	35.9%	30.7%
DVRPC- PA Regional	4,201,288	100%	9.2%	29.2%	32.3%	21.3%

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

*DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.

Figure F8: Pavement Condition and Concentrations of Low-Income Populations

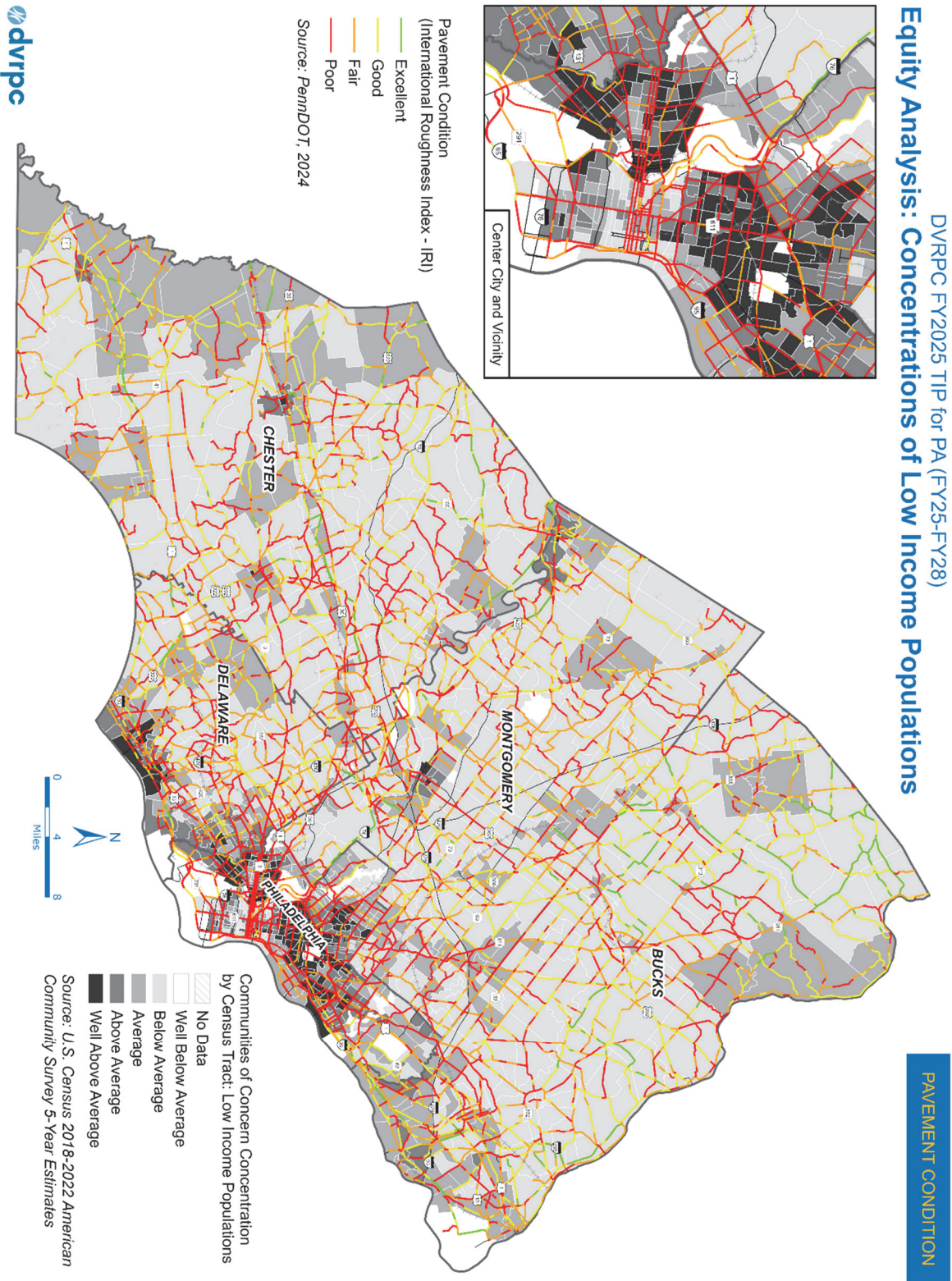


Figure F9: Pavement Condition and Concentrations of Racial Minority Populations

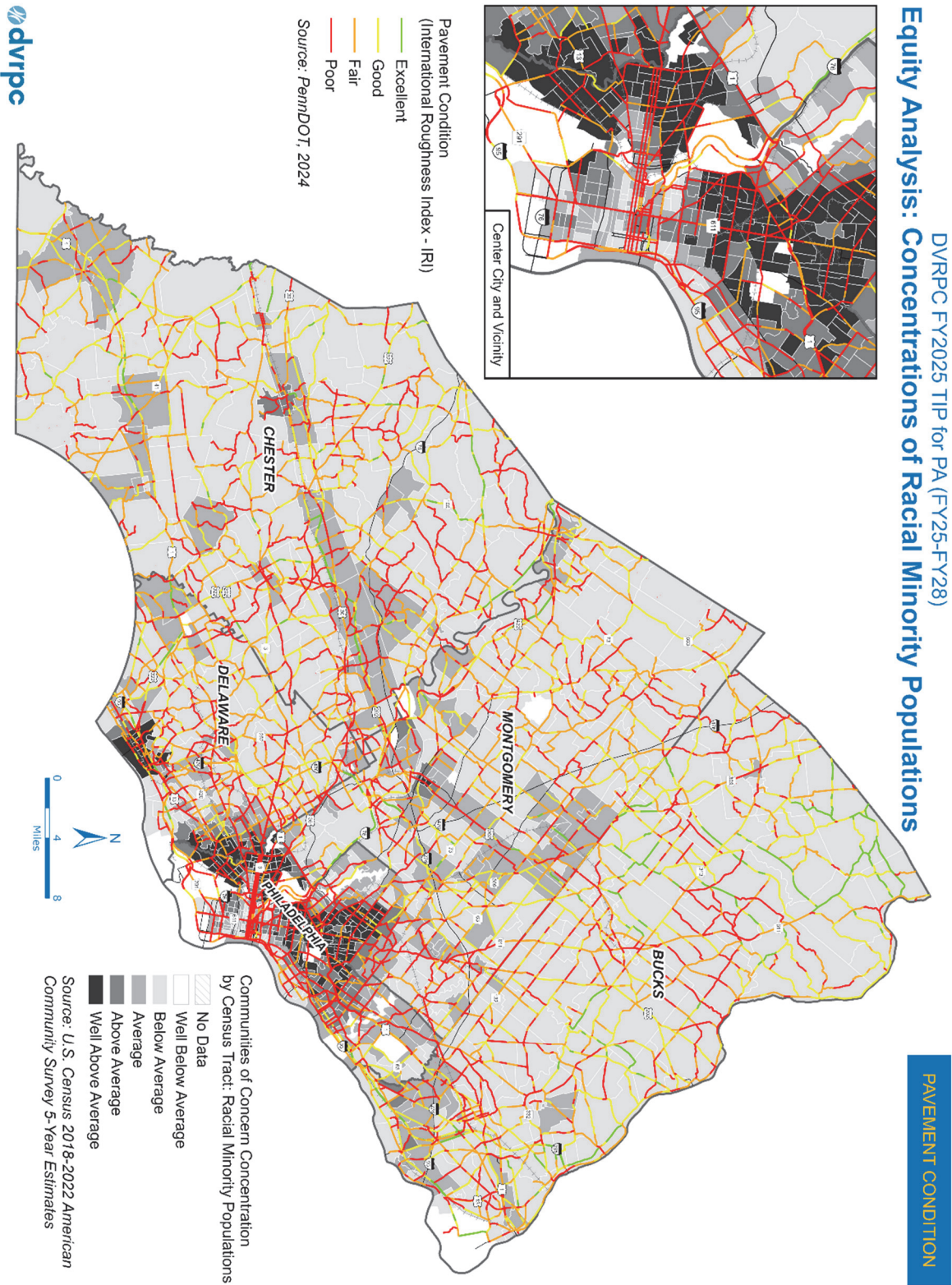


Figure F9: Pavement Condition and Concentrations of Ethnic Minority Populations

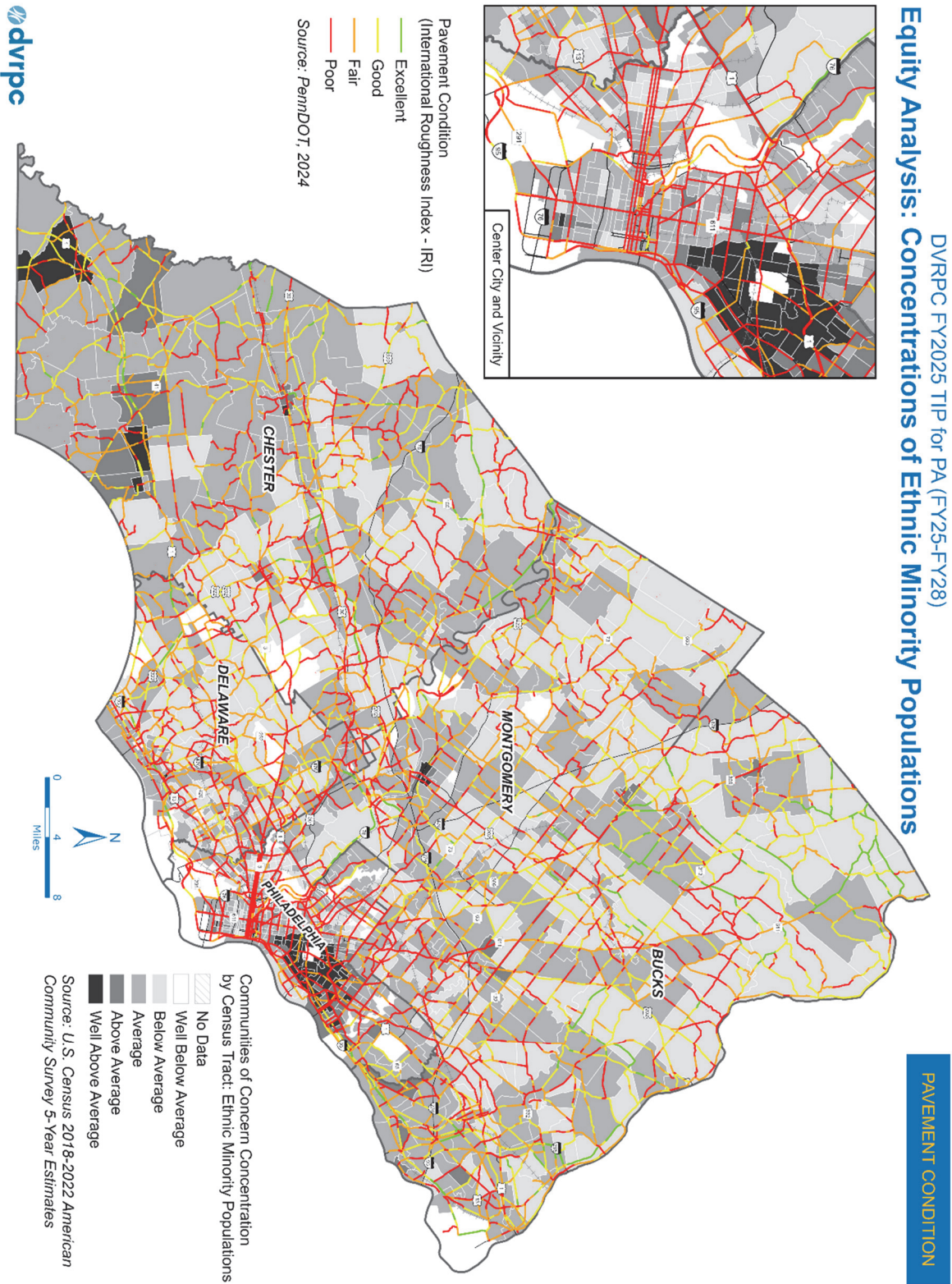


Table F9: Distribution of Crashes (2018-2022) by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	545,212	13.0%	18,909	346.8	4.3	8.3
Above Average	710,636	16.9%	22,018	309.8	3.3	6.2
Average	1,177,761	28.0%	45,527	386.6	3	6.9
Below Average	1,767,679	42.1%	71,618	405.2	2.7	6.3
DVRPC- PA Regional	4,201,288	100%	166,950	397.4	3.3	7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F10: Distribution of Crashes (2018-2022) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	685,144	16.3%	21,037	307	3.6	7.8
Above Average	534,907	12.7%	16,688	312	3.7	6.2
Average	1,069,545	25.5%	41,976	392.5	3	6
Below Average	1,911,692	45.5%	78,371	410	2.8	6.9
DVRPC- PA Regional	4,201,288	100%	166,950	397.4	3.3	7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F11: Distribution of Crashes (2018-2022) by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	291,054	6.9%	8,545	293.6	4.9	7.2
Above Average	269,236	6.4%	10,187	378.4	4.5	6.8
Average	2,163,073	51.5%	80,291	371.2	2.8	6.5
Below Average	1,406,561	33.5%	56,370	400.8	3	6.9
Well Below Average*	71,364	1.7%	2,679	375.4	2.7	7.3
DVRPC- PA Regional	4,201,288	100%	166,950	397.4	3.3	7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

*DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.

Figure F10: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI) (2018-2022) and Concentrations of Low-Income Populations

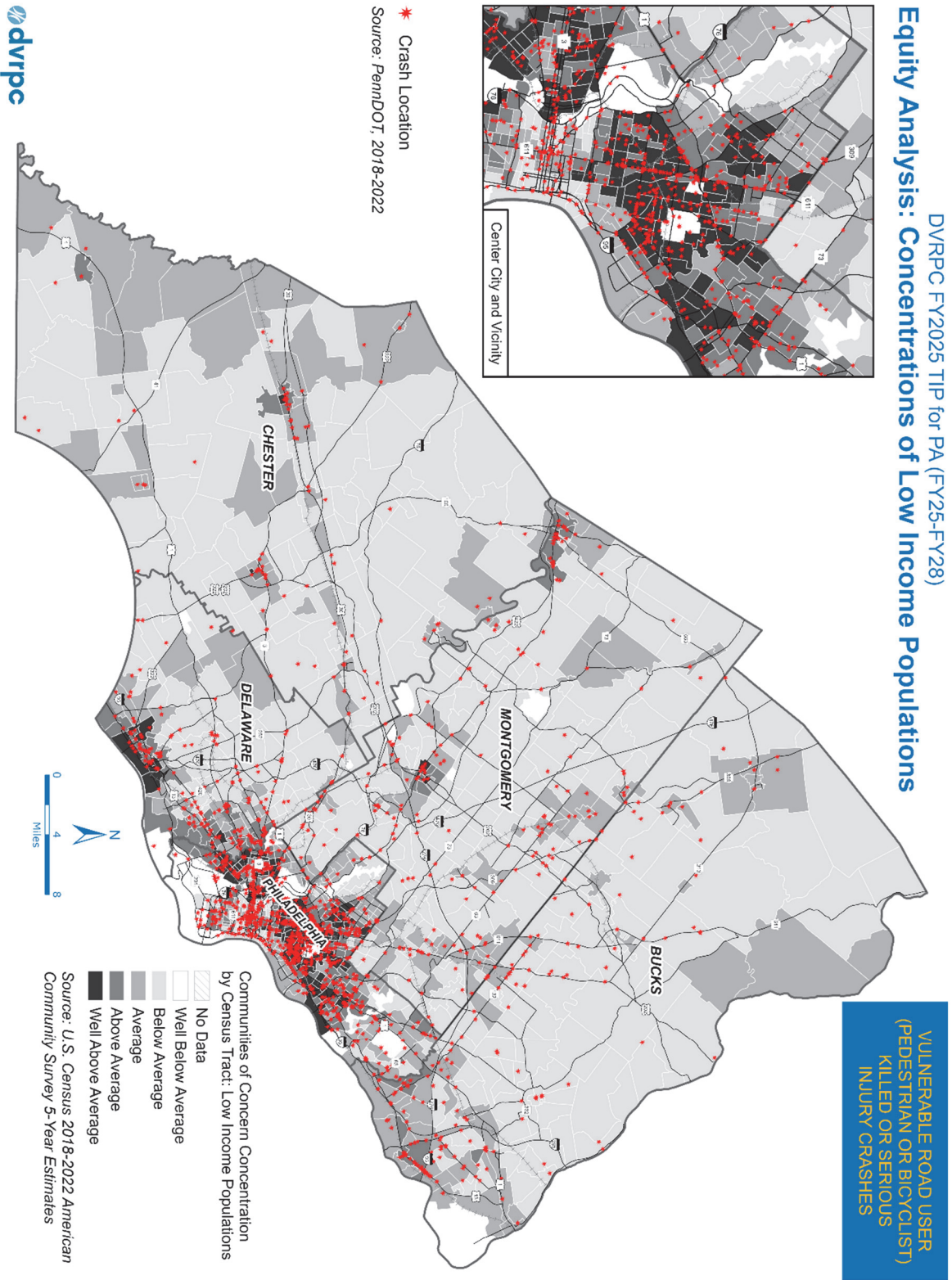


Figure F11: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI (2018-2022) and Concentrations of Racial Minority Populations

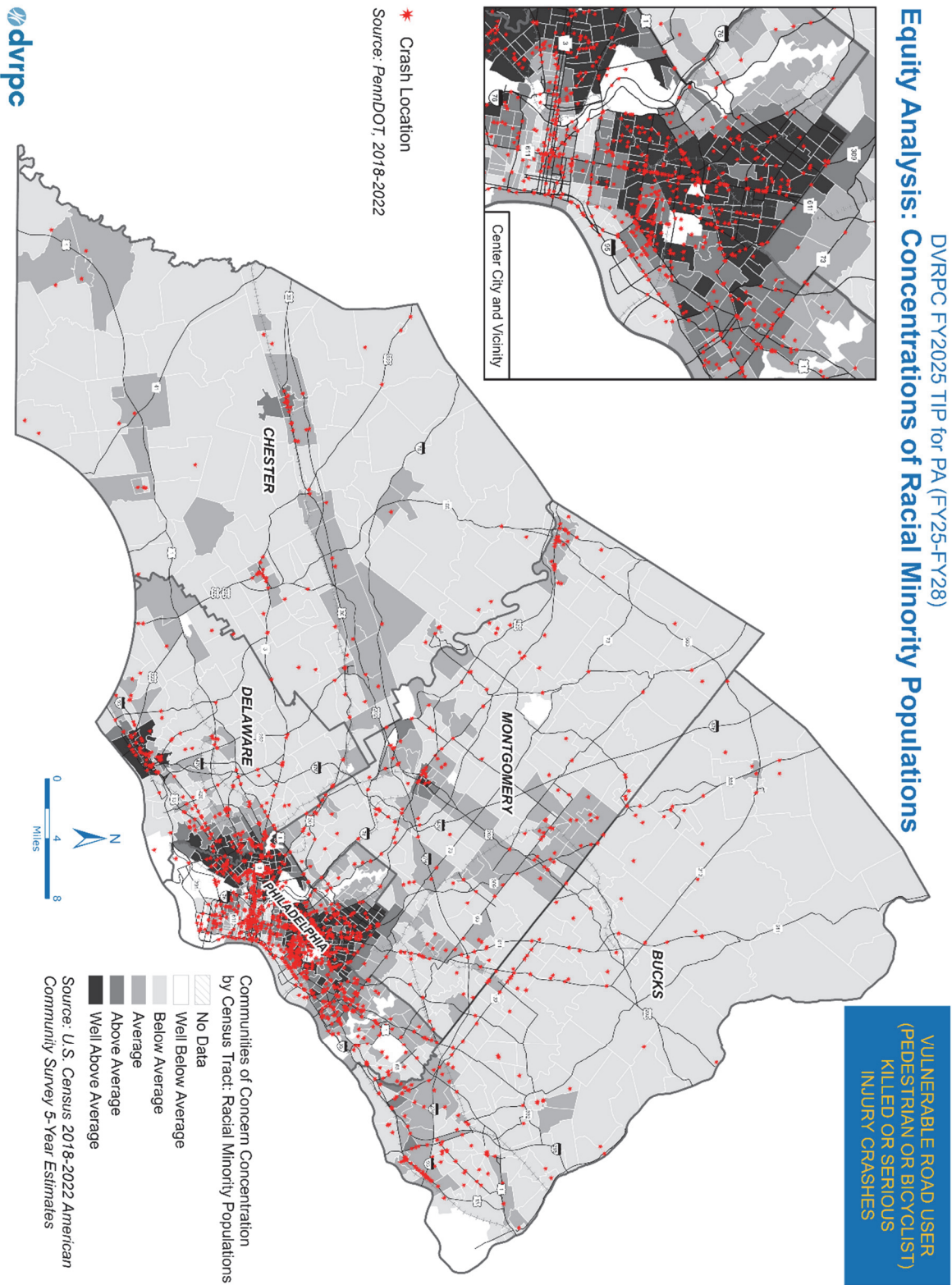


Figure F12: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI (2018-2022) and Concentrations of Ethnic Minority Populations

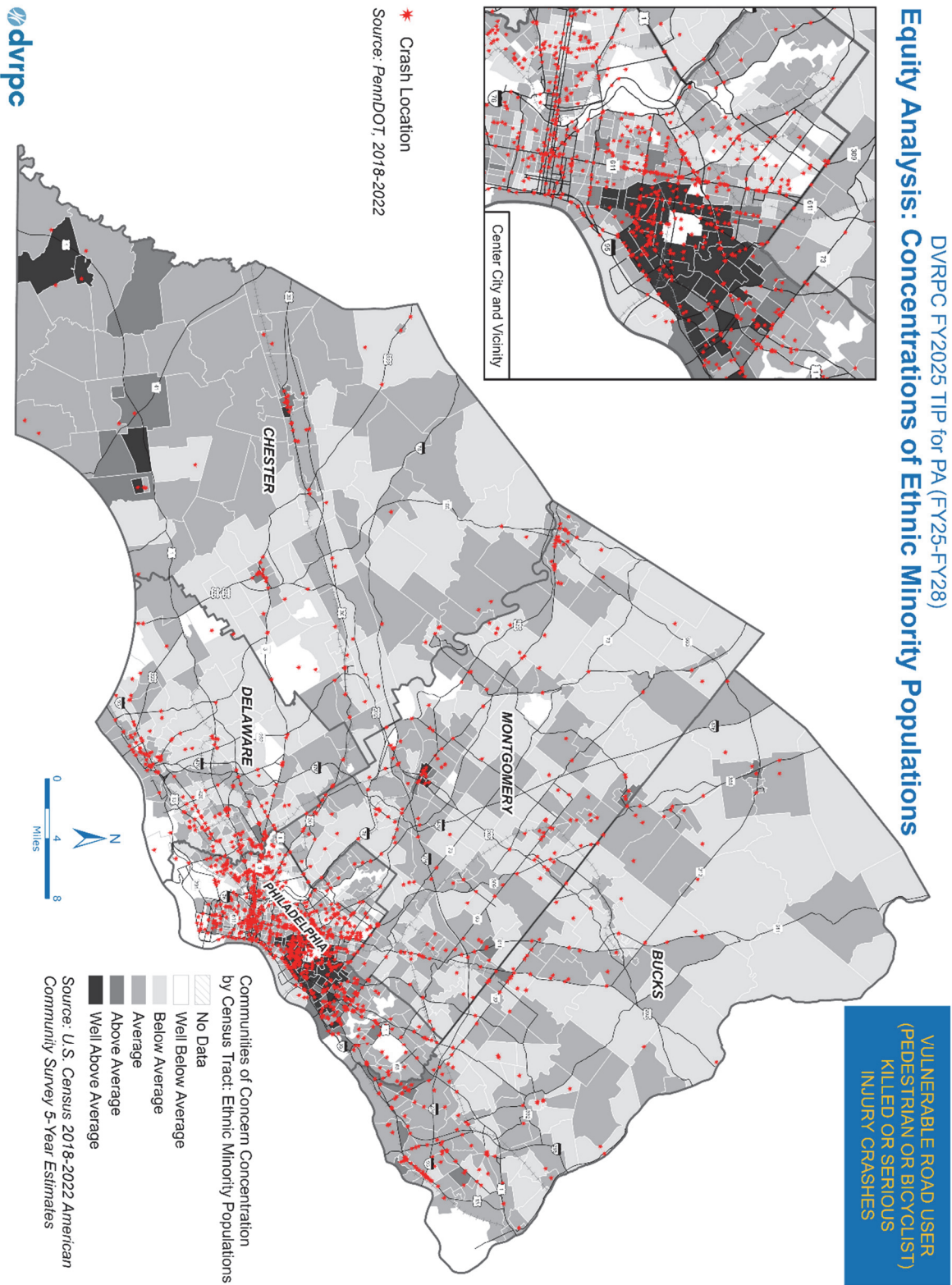


Table F12: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	259	4.8	1.4	3.6
Above Average	710,636	16.9%	246	3.5	0.9	2.6
Average	1,177,761	28.0%	220	1.9	0.4	1.5
Below Average	1,767,679	42.1%	184	1	0.3	0.8
DVRPC- PA Regional	4,201,288	100%	952	2.3	0.6	1.7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

*Vulnerable Road Users (VRUs) include bicycle users and pedestrians

**Killed and Severely Injured (KSI)

Table F13: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	292	4.3	1.2	3.3
Above Average	710,636	16.9%	181	3.4	1	2.5
Average	1,177,761	28.0%	221	2.1	0.5	1.6
Below Average	1,767,679	42.1%	215	1.1	0.3	0.9
DVRPC- PA Regional	4,201,288	100%	952	2.3	0.6	1.7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F14: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	142	4.9	1.4	3.6
Above Average	710,636	16.9%	92	3.4	1.1	2.4
Average	1,177,761	28.0%	424	2	0.5	1.5
Below Average	1,767,679	42.1%	238	1.7	0.5	1.3
Well Below Average*	71,364	1.7%	13	1.8	0.6	1.3
DVRPC- PA Regional	4,201,288	100%	952	2.3	0.6	1.7

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

*DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.

Figure F13: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Low-Income Populations

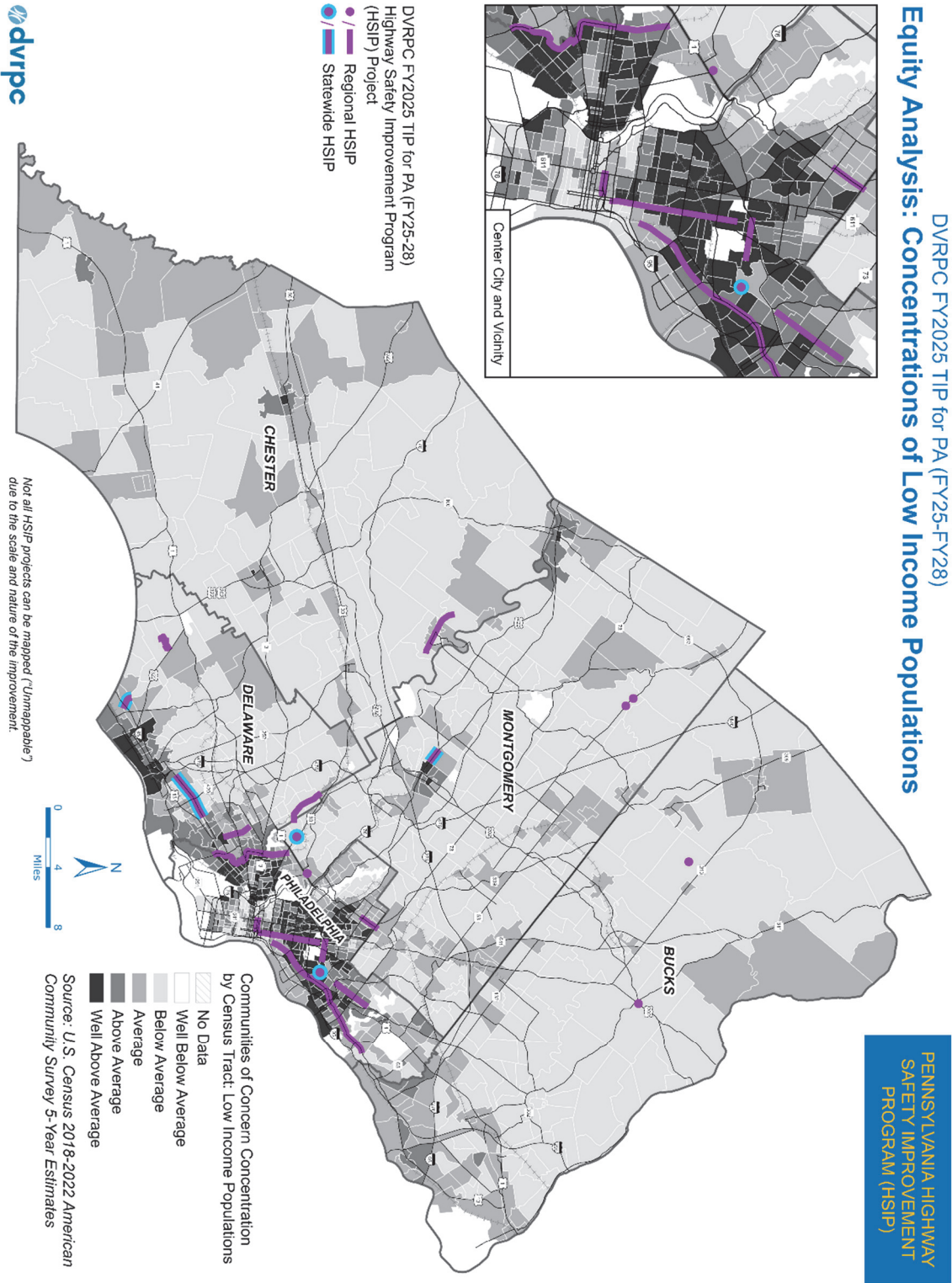


Figure F14: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Racial Minority Populations

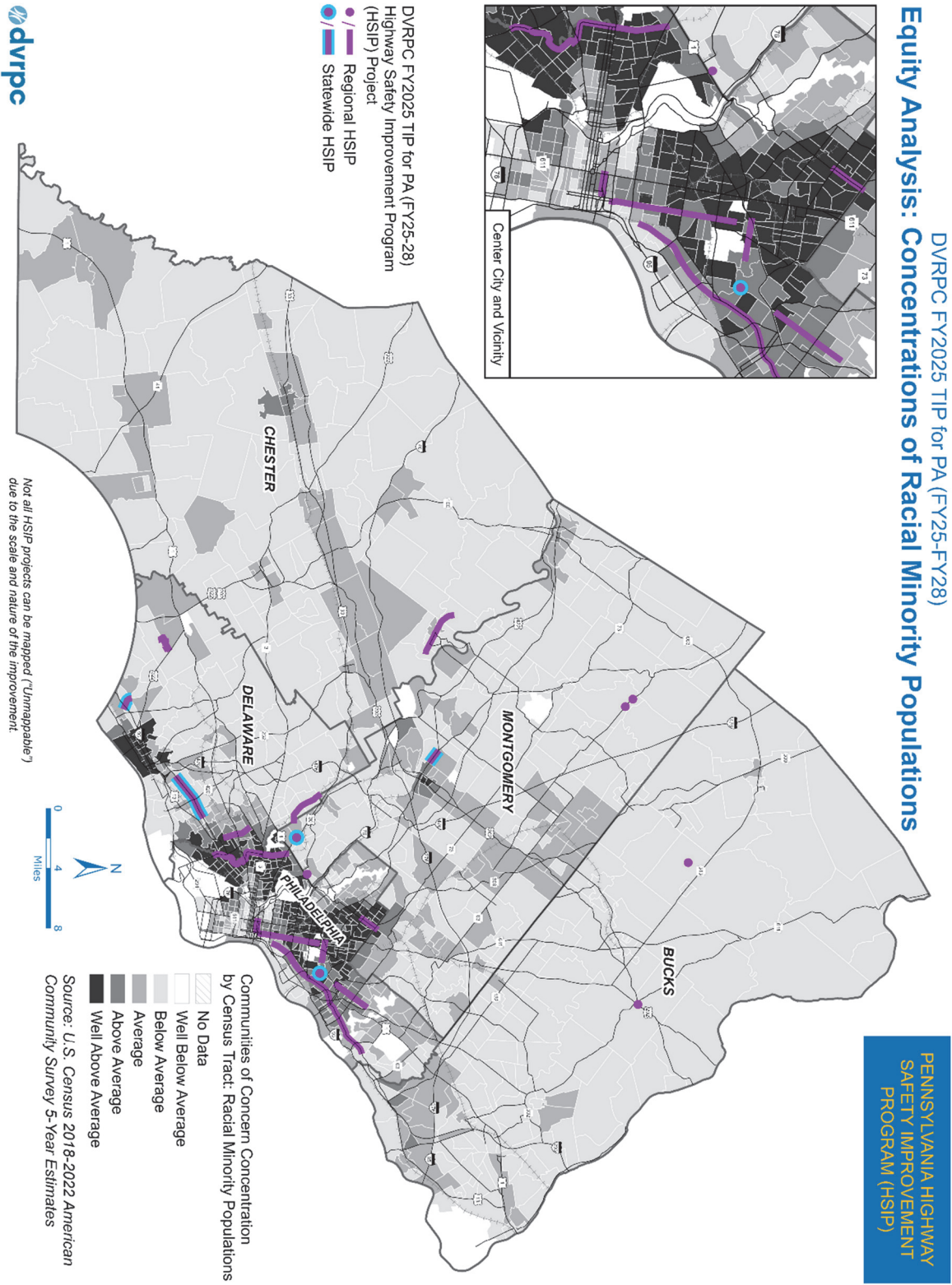


Figure F15: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Ethnic Minority Populations

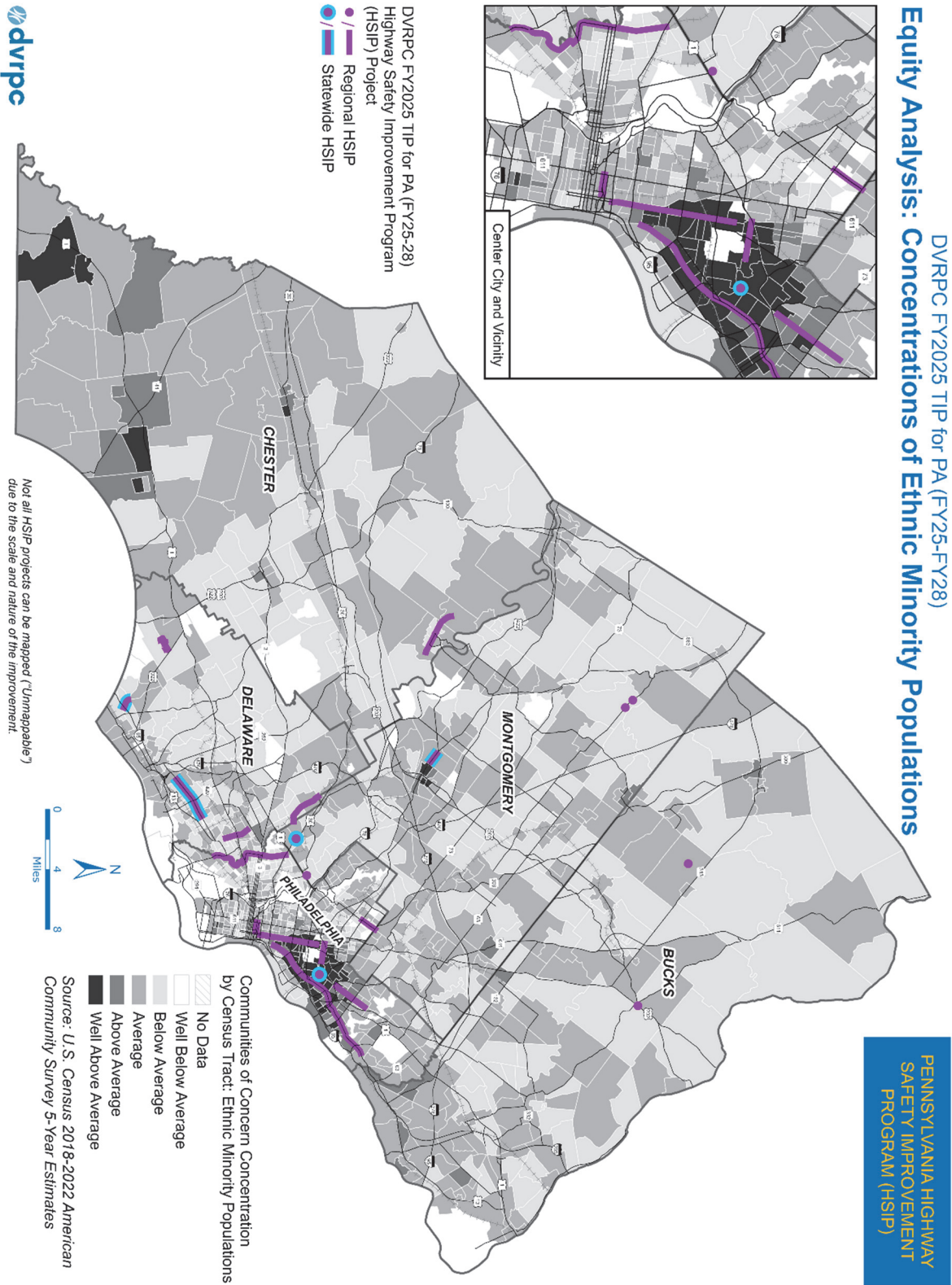


Figure F16: TIP “Highway Program” Projects and Concentrations of Low-Income Populations

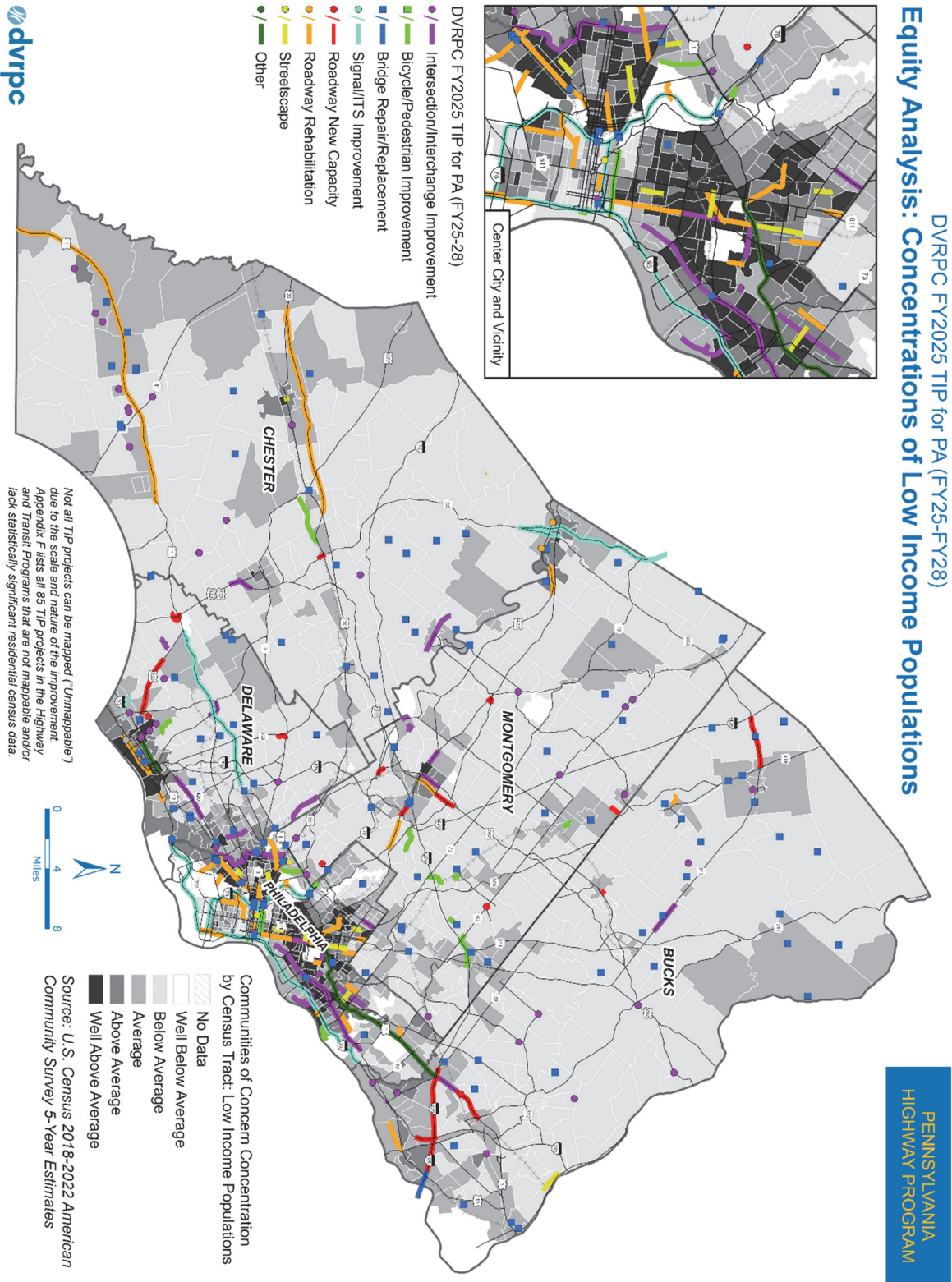


Figure F17: TIP “Highway Program” Projects and Concentrations of Racial Minority Populations

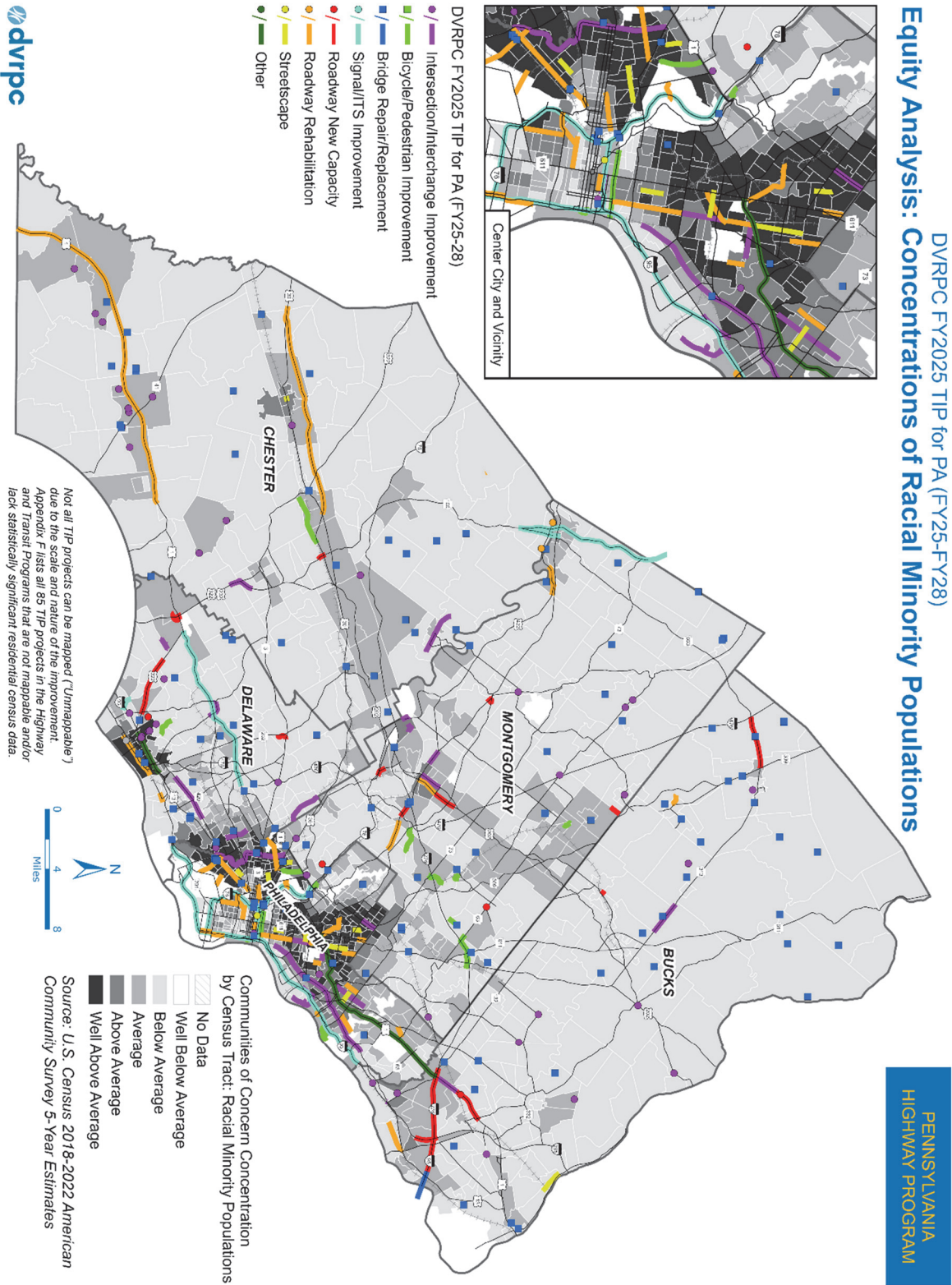
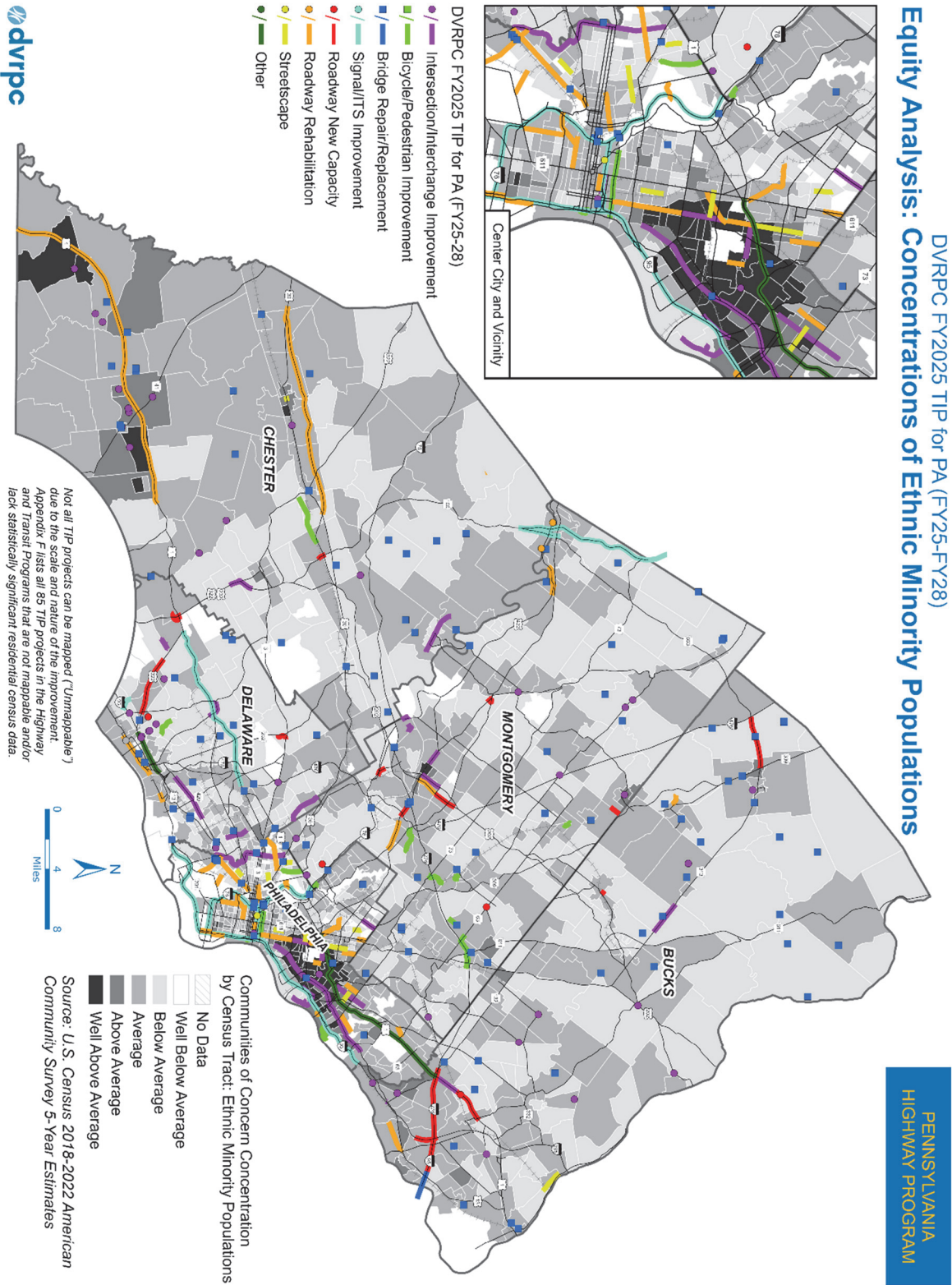


Figure F18: TIP “Highway Program” Projects and Concentrations of Ethnic Minority Populations



DVRPC FY2025 TIP for PA (FY25-FY28)
Equity Analysis: Concentrations of Low Income Populations

PENNSYLVANIA REGIONAL
PUBLIC TRANSIT PROGRAM

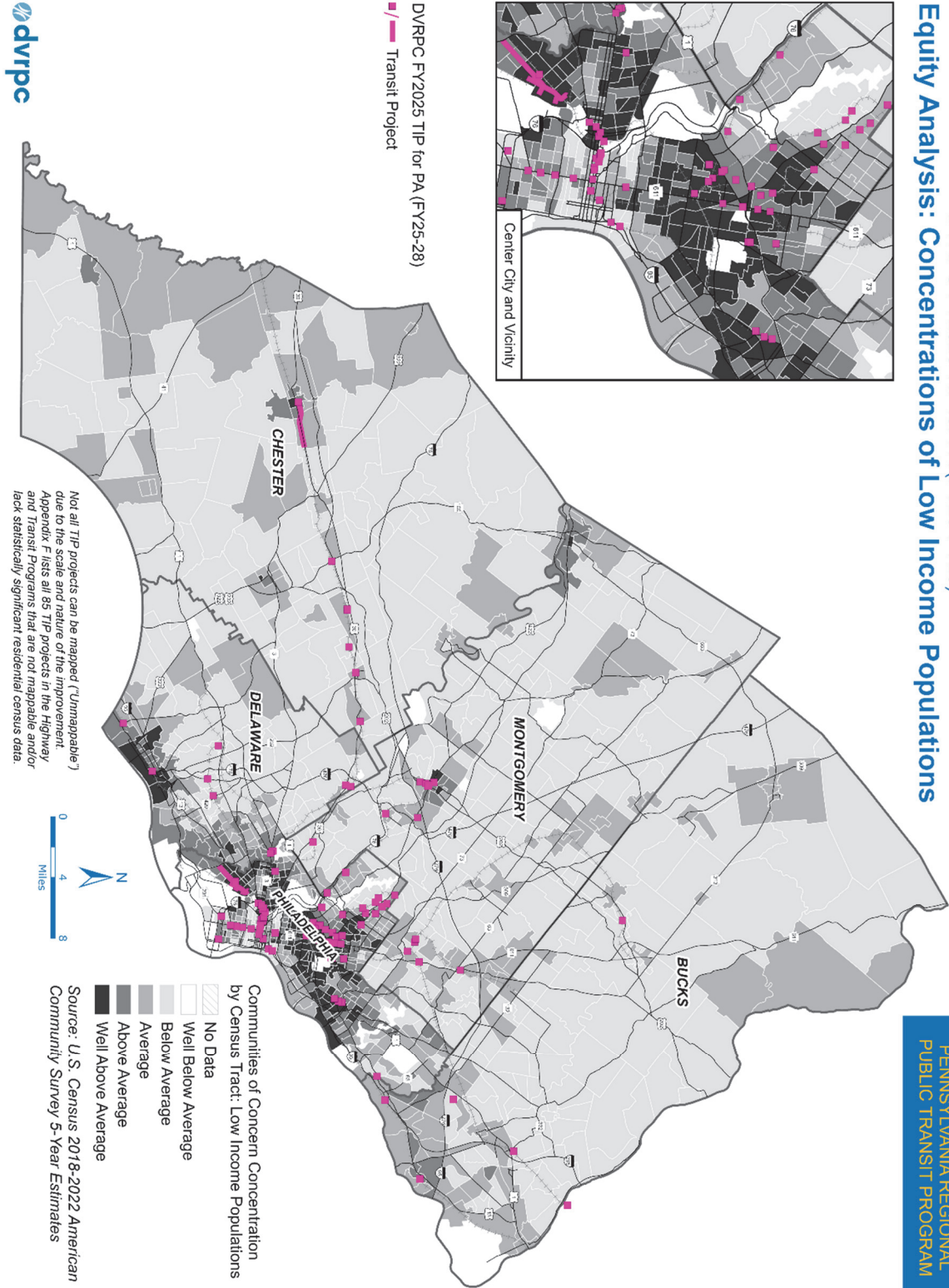


Figure F19: Transit Projects and Concentrations of Low-Income Populations



Equity Analysis: Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

PENNSYLVANIA REGIONAL
PUBLIC TRANSIT PROGRAM

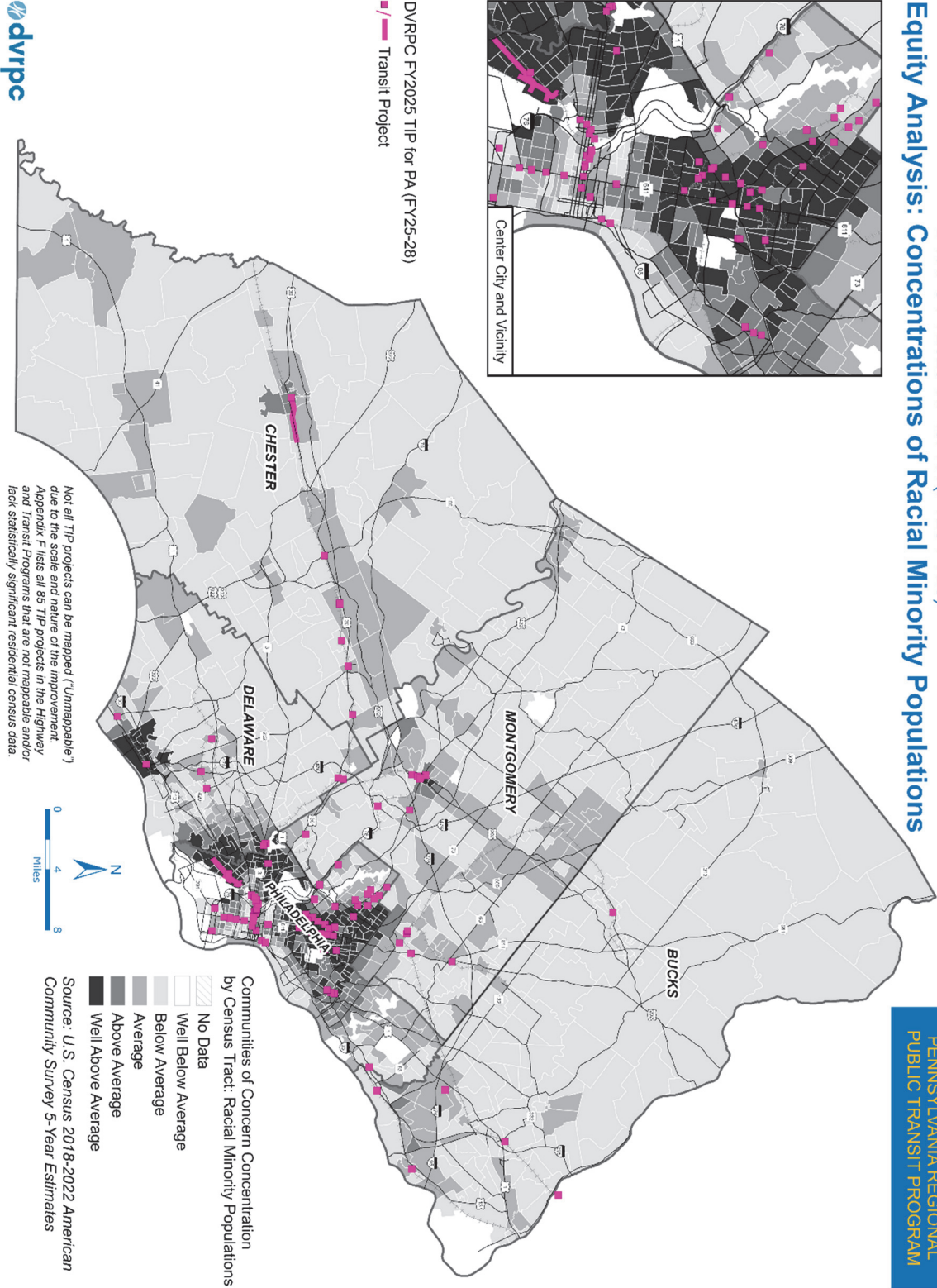


Figure F20: Transit Projects and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)
Equity Analysis: Concentrations of Ethnic Minority Populations

**PENNSYLVANIA REGIONAL
PUBLIC TRANSIT PROGRAM**

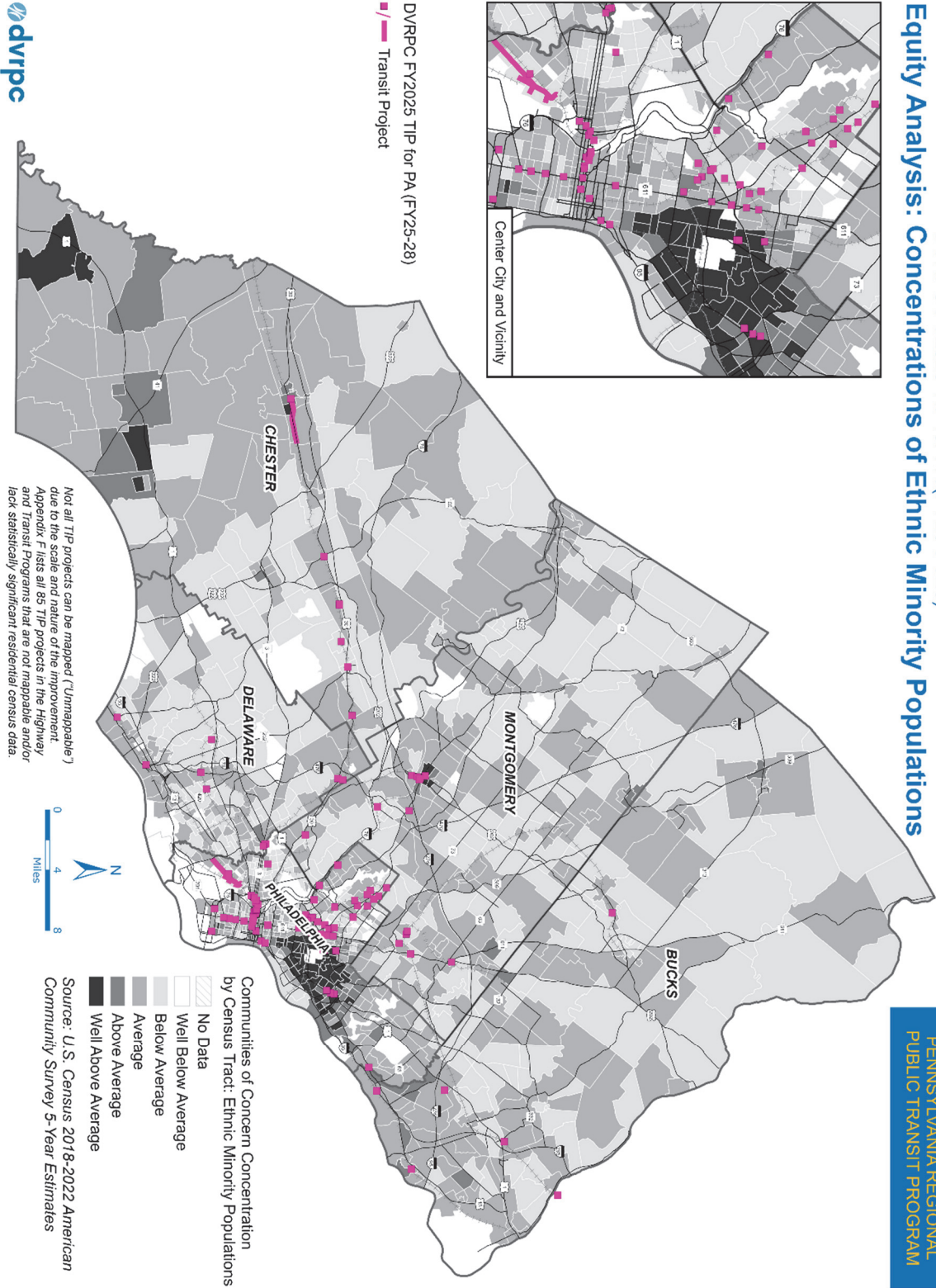


Figure F21: Transit Projects and Concentrations of Ethnic Minority Populations

Figure F22: Candidate Projects and Concentrations of Low-Income Populations

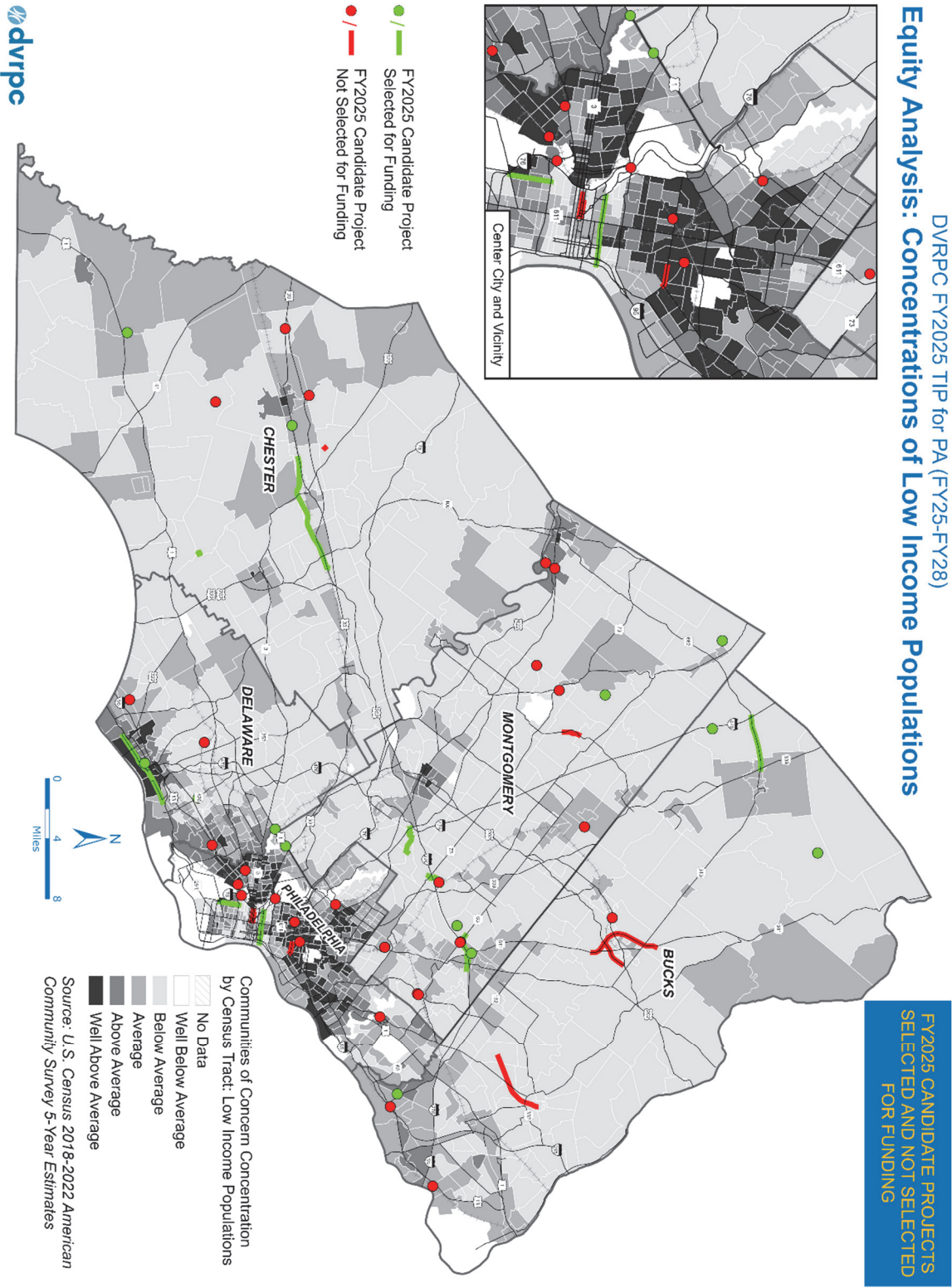


Figure F23: Candidate Projects and Concentrations of Racial Minority Populations

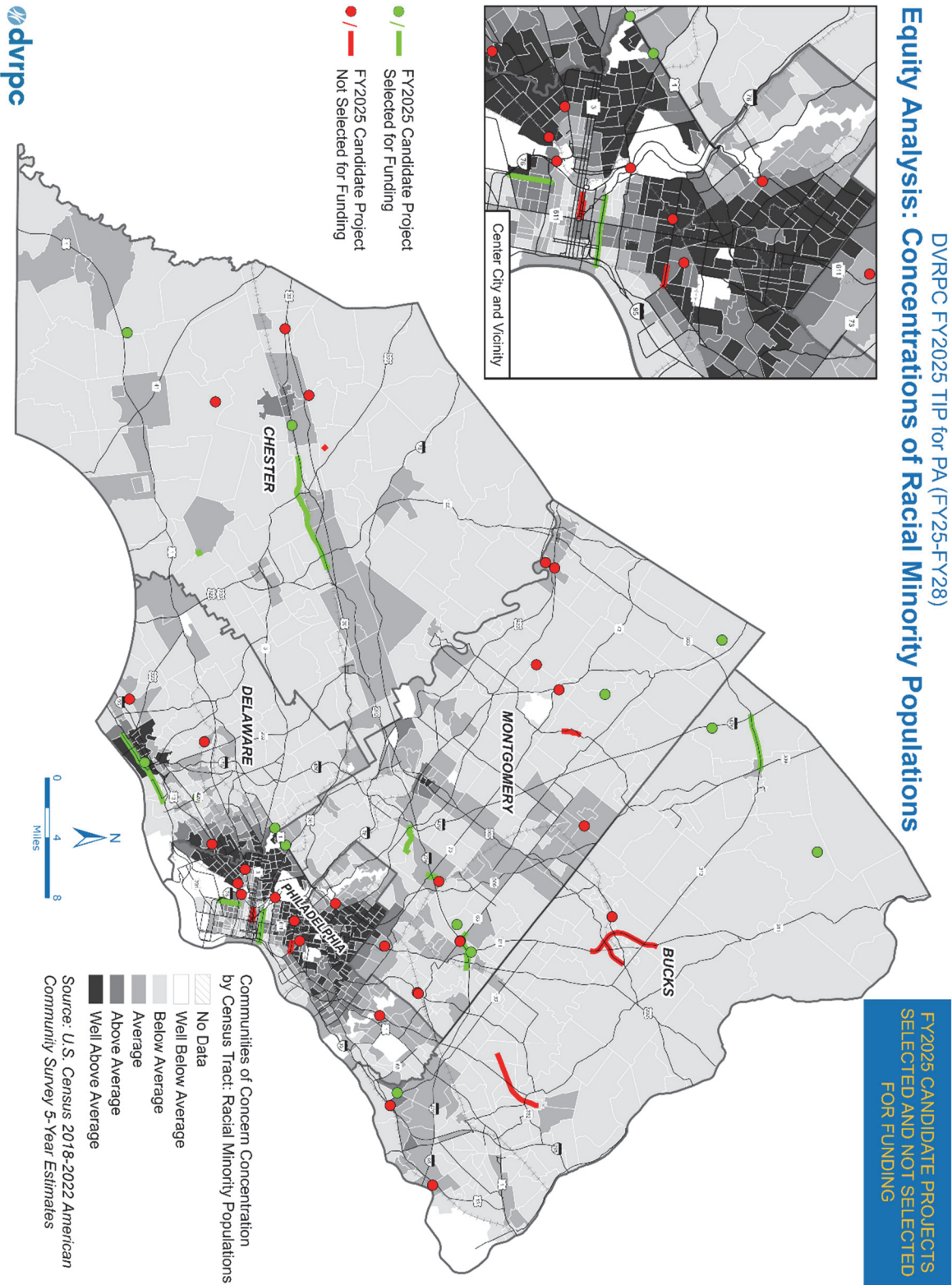


Figure F24: Candidate Projects and Concentrations of Ethnic Minority Populations

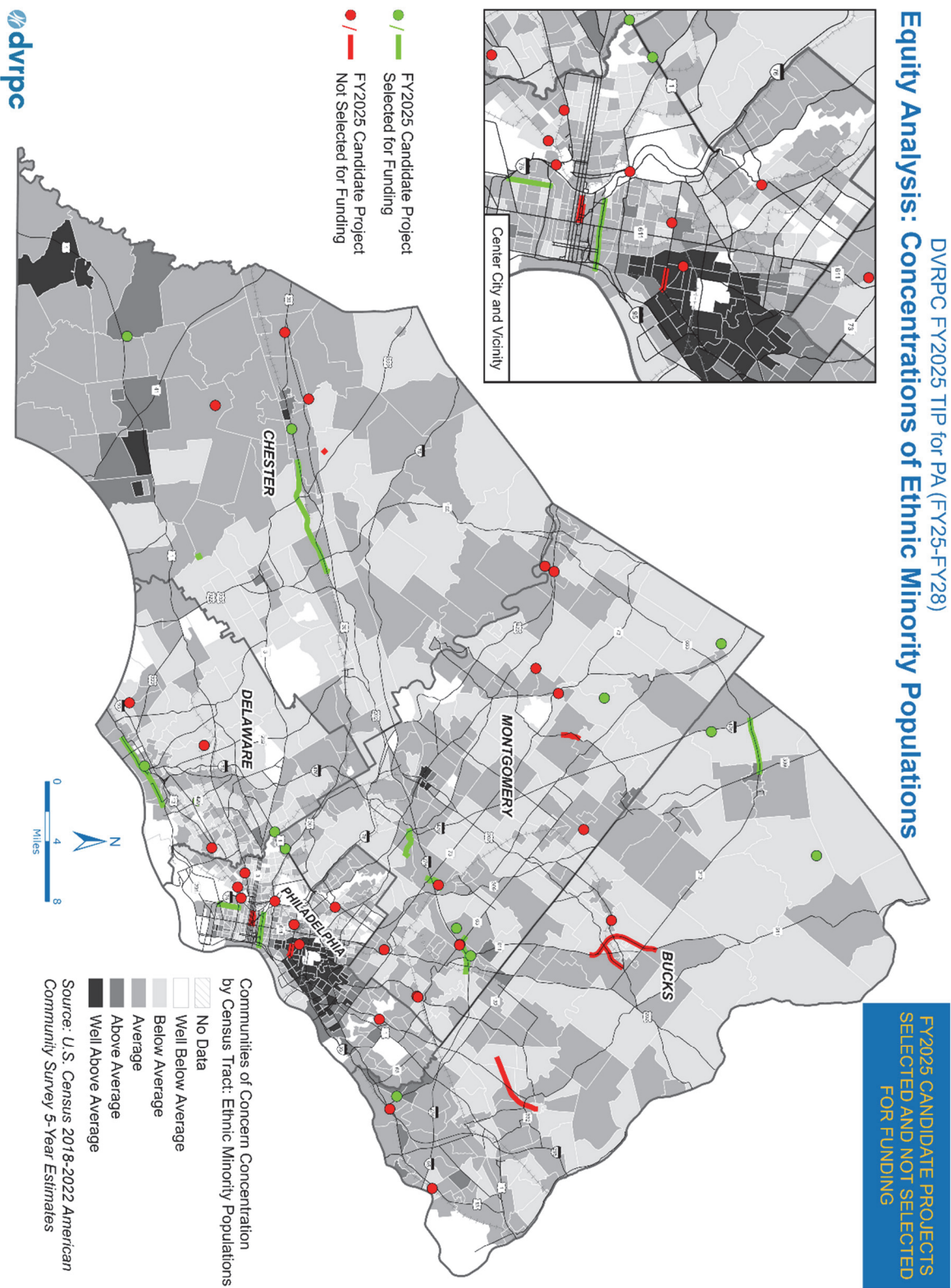


Figure F25: Pennsylvania Interstate Management Program Projects and Concentrations of Low-Income Populations

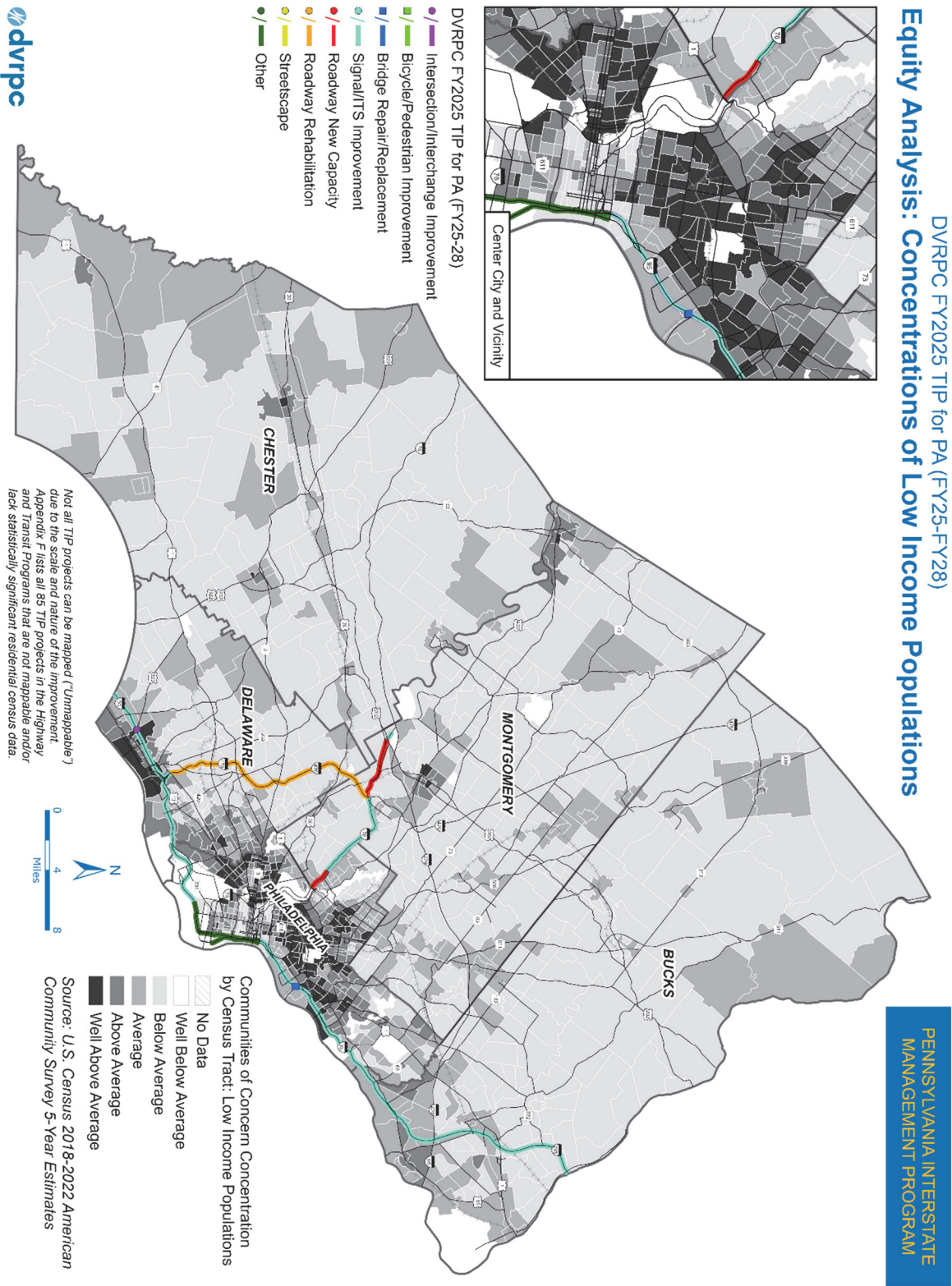


Figure F26: Pennsylvania Interstate Management Program Projects and Concentrations of Racial Minority Populations

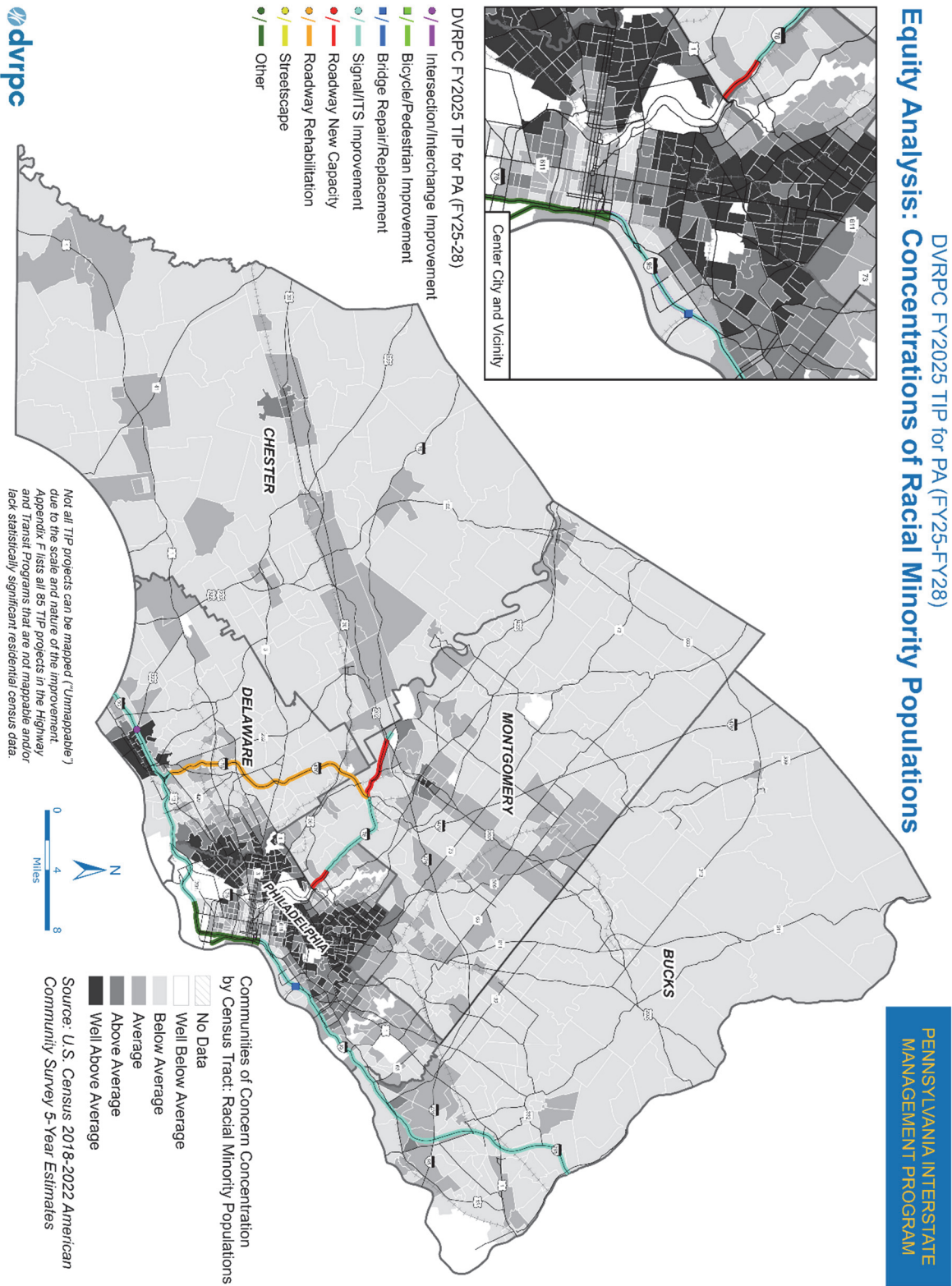


Figure F27: Pennsylvania Interstate Management Program Projects and Concentrations of Ethnic Minority Populations

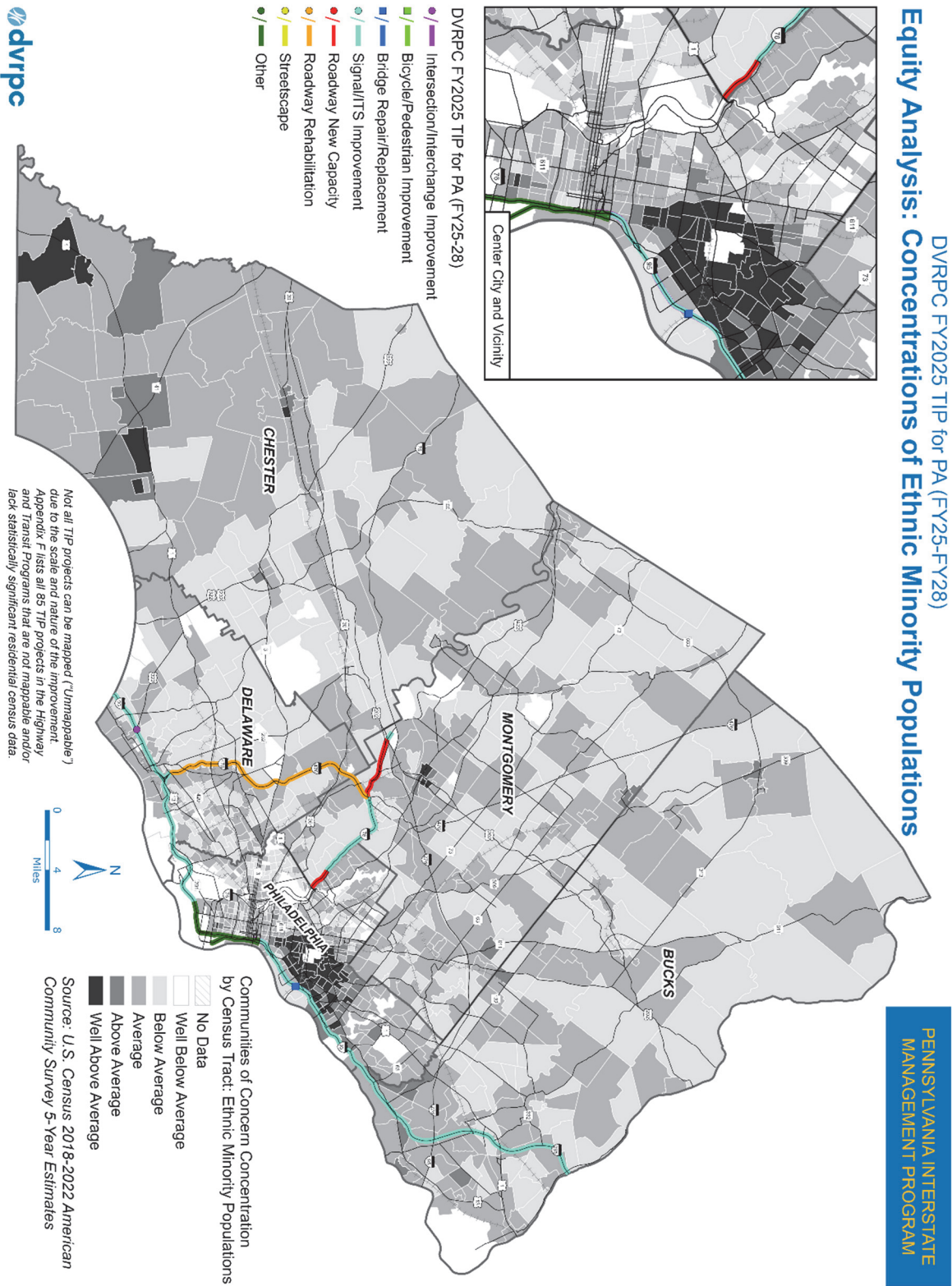


Table F15: List of Unmappable TIP Projects

MPMS #	Project Name	Project Type
16178	Construction Management Tasks	Other
16438	PA 309, Connector Project - Phase I	Roadway New Capacity
46959	I-95 Design Review Manager	Other
48201	DVRPC Competitive CMAQ Program	Other
51095	ITS Program Integrator	Signal/ITS Improvements
57902	City Wide 3R Betterments Line Item	Roadway Rehabilitation
57927	Regional Safety Initiatives (HSIP) Line Item	Intersection/Interchange Improvements
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	Transit Improvements
59966	Capital Asset Lease Program	Transit Improvements
59973	Utility Fleet Renewal Program - Non Revenue Vehicles	Transit Improvements
60275	Debt Service	Transit Improvements
60582	Vehicle Overhaul Program	Transit Improvements
60599	Paratransit Vehicle Purchase	Transit Improvements
60611	SEPTA Key (Fare Collection System/New Payment Technologies)	Transit Improvements
60638	Regional Rail Car and Locomotive Acquisition	Transit Improvements
63406	Retrofit for Bike Lanes and Shoulders	Bicycle/Pedestrian Improvement
64984	Transportation Alternatives - Urban (TAU) Line Item	Bicycle/Pedestrian Improvement
65109	Transit Flex - SEPTA	Transit Improvements
75854	District Program Management Services "A"	Other
75855	District Program Management Services "B"	Other
79927	Highway Reserve Line Item-STP	Other
79929	Bridge Reserve Line Item	Other
79980	STU Reserve Line Item	Other
82087	Systemic Intersection Improvement Program	Intersection/Interchange Improvements
82088	Systemic Vulnerable User Improvements	Intersection/Interchange Improvements
82089	Systemic Improvements: Wrong Way Countermeasures	Intersection/Interchange Improvements
82091	ITS Network Arch Tech Refresh Ph1 - PA 309 Hubs	Signal/ITS Improvements
82095	Systemic Improvements: High Friction Surface Treatments	Intersection/Interchange Improvements

82216	NHPP Reserve Line Item	Other
83743	ADA Ramps Line Item	Bicycle/Pedestrian Improvement
84318	CAQ Reserve Line Item	Other
84457	Signal Retiming Program	Signal/ITS Improvements
90497	Infrastructure Safety and Renewal Program	Transit Improvements
90512	SEPTA Bus Purchase Program	Transit Improvements
92182	Expressway Service Patrol 13-16 Suburban Counties	Signal/ITS Improvements
95739	Transportation Capital Improvements	Transit Improvements
96223	Philadelphia Signal Retiming	Signal/ITS Improvements
102105	Municipal Bridge Line Item	Bridge Repair/Replacement
102275	Study Line Item	Other
102565	Track Improvement Program	Transit Improvements
102571	Communications, Signals, & Technology Improvements	Transit Improvements
102665	Signal Upgrade Line Item	Signal/ITS Improvements
106648	Sink Holes Line Item	Roadway Rehabilitation
106649	Stormwater Permits/Environmental Mitigation Design	Roadway Rehabilitation
106654	I-95 Transportation Demand Mgt (TMA)	Other
109847	ROW Divestment 6-0	Other
112525	Citywide 3R 111	Roadway Rehabilitation
112527	Citywide ADA Ramps 3	Roadway Rehabilitation
113257	Outdoor Advertising Control	Other
113813	Group HB1 Bridge Rehabilitation	Bridge Repair/Replacement
115687	I-95: Allegheny & Castor Ave Int.	Other
115964	Transportation Operations 2022-23	Other
115965	TAP Project Engineering/Management 2022-23	Other
115966	CMAQ Project Engineering/Management 2022-23	Other
115968	Travel Monitoring 2022-23	Other
115969	Regional GIS Coordination 2022-23	Other
115970	Air Quality Action Supplemental Services 2022-23	Other
115971	Transportation Systems Management and Operations (TSMO)	Other
115972	I-95 Planning Assistance 2022-23	Other
115973	Enhance and Maintain Travel Forecasting Tools 2022-23	Other
115974	District 6 Modeling Assistance 2022-23	Other

116807	Citywide ADA Ramps 4	Roadway Rehabilitation
117341	Penn's Landing Project Development - Local	Other
117904	PA Transportation and Community Development Initiative (TCDI) 2022-23	Other
117912	PA SHRPP 2022-23	Other
117928	Travel Options Program (TOP) 2022-23	Other
117929	PA Transportation Demand Management (TDM) Base Program 2022-23	Other
117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23	Other
117931	Regional TOP Competitive Administration 2022-23	Other
117966	Overbrook Education Center Slow Zone	Bicycle/Pedestrian Improvement
117997	Bridge Investment Program Line Item	Other
118014	2023 Bridge Painting Pkge	Bridge Repair/Replacement
118015	CMAQ Flex for SEPTA Projects of Significance Line Item	Transit Improvements
118036	HSIP Supportive Line Item	Other
118494	Eastern Delaware County Bikeway Implementation Plan (TOP)	Bicycle/Pedestrian Improvement
118496	The Woodland Avenue Trolley Portal Complete Streets Project (TOP)	Bicycle/Pedestrian Improvement
119299	Carbon Reduction Program Line Item	Other
119476	I-76 Arterial Corridor ITS	Signal/ITS Improvements
120934	Bucks and Montgomery Counties ADA Ramps	Bicycle/Pedestrian Improvement
120938	Chester and Delaware Counties ADA Ramps	Bicycle/Pedestrian Improvement
120940	Philadelphia County ADA Ramps	Bicycle/Pedestrian Improvement
120942	MS4 and 105 Remediation	Streetscape
120993	North Philadelphia School Zones RAISE 23	Bicycle/Pedestrian Improvement
121366	Resiliency and Sustainability Program	Transit Improvements
121367	Safe, Clean, and Secure Program	Transit Improvements

Source: DVRPC, 2024.



Appendix G

Title VI Policy Statement and Complaint Procedures

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Title VI Policy Statement

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 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.

DVRPC's Title VI Complaint Procedure

The DVRPC Title VI Complaint Procedure is written to specify the process employed by DVRPC to investigate complaints, while ensuring due process for Complainants and respondents. The process does not preclude DVRPC from attempting to informally resolve complaints. This procedure applies to all external complaints relating to any program or activity administered by DVRPC and/or its subrecipients, consultants, and contractors, filed under Title VI of the Civil Rights Act of 1964 (including its DBE and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, or national origin. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the ADA of 1990. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant. Intimidation or retaliation of any kind is prohibited by law.

Process

An individual, or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has a right to file a complaint. Complaints need to be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints shall be in writing and signed by the Complainant or the Complainant's representative. If complaints are received by telephone or in person, the DVRPC Title VI Compliance Officer or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, an authorized person will assist the Complainant in writing the complaint. The complaint form can be made available in alternative languages or formats, if requested. Please call 215-592-1800 for more information.

Generally, the written complaint includes the following information:

- name, address, telephone number, and e-mail of the Complainant;
- basis of the complaint, (e.g. race, color, national origin, sex, age, disability, retaliation);
- a detailed description of the circumstances of the incident that led the Complainant to believe discrimination occurred;
- name(s), title(s), and address(es) of the person(s) who discriminated against the Complainant;
- names, addresses, and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the complained-of incident;
- date or dates on which the alleged discrimination occurred; and
- agencies where the complaint was filed.

As an investigation moves forward, additional information may be required. Although this process does not preclude DVRPC from attempting to informally resolve complaints, the decision to resolve informally always rests with the complainant, who may withdraw from the informal process at any time.

If a complaint is filed against DVRPC, the Commission will acknowledge receipt of the complaint by notifying the Complainant and immediately transmitting the complaint to the proper state and federal agency (e.g. Federal Highway Administration, Federal Transit Administration, Pennsylvania Department of Transportation, New Jersey Department of Transportation) for investigation and disposition pursuant to that agency's Title VI complaint procedure. Complaints against DVRPC may also be sent directly to a federal agency. If a complaint is filed with an agency that does not have jurisdiction over the particular reason for discrimination, the complaint will be forwarded to an agency that does.

Complaints against DVRPC subrecipients, consultants, and contractors will be investigated directly by the Commission as follows:

- Within 10 days, the DVRPC Manager of Title VI Compliance will acknowledge receipt of the complaint to the Complainant, and notify the appropriate state and/or federal agency that a Title VI complaint has been received by the Commission;
- Within 60 days, the DVRPC Manager of Title VI Compliance will conduct and complete an investigation and, based on the information obtained, will render a recommendation for action in a report of findings to the DVRPC Executive Director. This report will include the nature of the complaint, remedy sought, and a summary of the investigative findings and activities. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report findings;
- Within 90 days of receipt of the complaint, the DVRPC Title VI Compliance Officer will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with state and federal agencies, if they are dissatisfied with the final decision rendered by DVRPC.

The DVRPC Title VI Compliance Officer maintains a log of all complaints received by the Commission.

The Title VI Complaint form may be submitted directly to the following agencies:

Civil Rights Specialist

U.S. Department of Transportation
Federal Highway Administration
New Jersey Division
840 Bear Tavern Road, Suite 202
West Trenton, NJ 08628
(609) 637-4200

Title VI Manager

Division of Civil Rights/Affirmative Action
New Jersey Department of Transportation
P.O. Box 600
1035 Parkway Avenue
Trenton, NJ 08625-0600
(609) 530-2336

Title VI Manager

Bureau of Equal Opportunity
DBE / Title VI Division
Pennsylvania Department of Transportation
PO Box 3251
Harrisburg, PA 17105-3251
(717) 783-0301

Civil Rights Specialist

U.S. Department of Transportation
Federal Highway Administration
Pennsylvania Division
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461

Title VI Program Coordinator

Federal Transit Administration
Office of Civil Rights
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590
(202) 366-4043

Title VI Coordinator

Federal Transit Administration - Region 3
U.S. Department of Transportation
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124
(215) 656-7100

Title VI Program Coordinator

Federal Highway Administration
U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
8th Floor E81-314
Washington, DC 20590
(202) 366-0693

U.S. Department of Justice

Office of Justice Programs
Office for Civil Rights
810 7th Street, NW
Washington, DC 20531
(202) 307-0690

Title VI Compliance Officer

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
(215) 592-1800

Complaint forms are available in English, Spanish, and Simplified Chinese.

[Title VI Complaint Form](#) [0.1 MB pdf]

[Título VI Formulario de queja](#) [0.1 MB pdf]

[权利六投诉表](#) [0.1 MB pdf]

Heading: DVRPC's Americans with Disabilities Act and Reasonable Accommodations

DVRPC complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of DVRPC should contact Mari Gonzalez (215) 238-2953 or DVRPC's Office of Communications & Engagement at (215) 592-1800 as soon as possible.

This nondiscrimination program does not require DVRPC to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Heading: DVRPC Language Access

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language.

DVRPC is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. DVRPC works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages.

English

Attention: If you wish to request this publication in another language other than English, or wish to contact DVRPC for our language assistance, please call 215-592-1800. Additional charges may apply for reprint of our publications.

Spanish / Español

Atención: si desea solicitar esta publicación en otro idioma que no sea inglés, o si desea ponerse en contacto con DVRPC para obtener ayuda con nuestro idioma, llame al 215-592-1800. Se pueden aplicar cargos adicionales por la reimpresión de nuestras publicaciones.

Chinese / 中文

注意：如果您希望以英语以外的其他语言申请本出版物，或希望通过我们的语言帮助与 DVRPC 联系，请致电 215-592-1800。我们的出版物可能会收取额外费用。

Vietnamese / Tiếng Việt

Chú ý: Nếu bạn muốn yêu cầu ấn phẩm này bằng ngôn ngữ khác ngoài tiếng Anh hoặc muốn liên hệ với DVRPC thông qua hỗ trợ ngôn ngữ của chúng tôi, vui lòng gọi số 215-592-1800. Phí bổ sung có thể áp dụng cho in lại các ấn phẩm của chúng tôi.

Korean / 한국어

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Gujarati / ગુજરાતી

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Haitian / Creole

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Arabic/ عربي

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Tagalog, including Filipino

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Malayalam / മലയാളം

ശ്രദ്ധിക്കുക: ഇംഗ്ലീഷ് ഒഴികെയുള്ള മറ്റൊരു ഭാഷയിൽ ഈ പ്രസിദ്ധീകരണം അഭ്യർത്ഥിക്കാൻ നിങ്ങൾ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, അല്ലെങ്കിൽ ഞങ്ങളുടെ ഭാഷാ സഹായത്തിനായി ഡിവിആർപിസിനുമായി ബന്ധപ്പെടാൻ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, 215-592-1800 എന്ന നമ്പറിൽ വിളിക്കുക. ഞങ്ങളുടെ പ്രസിദ്ധീകരണങ്ങളുടെ വീണ്ടും അച്ചടിക്കുന്നതിന് അധിക നിരക്കുകൾ ബാധകമാകാമെന്നും.

Bengali / বাংলা

মনোযোগ: আপনি যদি এই প্রকাশনাকে ইংরেজি ব্যতীত অন্য কোনও ভাষায় অনুরোধ করতে চান বা আমাদের ভাষার সহায়তার জন্য ডিভিআরপিসির সাথে যোগাযোগ করতে চান, তবে 215-592-1800 নম্বরে কল করুন। অতিরিক্ত প্রকাশনাগুলি আমাদের প্রকাশনার পুনরায় মুদ্রণের জন্য প্রযোজ্য হতে পারে।

Khmer / ភាសាខ្មែរ

ការយកចិត្តទុកដាក់:

ប្រសិនបើអ្នកចង់ស្នើសុំការបោះពុម្ពផ្សាយនេះជាភាសាផ្សេងក្រៅពីភាសាអង់គ្លេសឬចង់ទាក់ទង DVRPC សំរាប់ជំនួយផ្នែកភាសារបស់យើងសូមទូរស័ព្ទលេខ 215-592-1800 ។

ការចោទប្រកាន់បន្ថែមអាចនឹងត្រូវដាក់បញ្ចូលក្នុងការបោះពុម្ពឡើងវិញ។

Ukrainian / Українська

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Hindi / हिंदी

ध्यान दें: यदि आप अंग्रेजी के अलावा किसी अन्य भाषा में इस प्रकाशन का अनुरोध करना चाहते हैं, या हमारी भाषा सहायता के लिए DVRPC से संपर्क करना चाहते हैं, तो कृपया 215-592-1800 पर कॉल करें। हमारे प्रकाशनों के पुनर्मुद्रण के लिए अतिरिक्त शुल्क लागू हो सकते हैं।

Yoruba / Yorùbá

Ifarabale: Ti o ba fẹ lati beere iwe yii ni ede miran miiran ju English lẹ, tabi fẹ lati kan si DVRPC fun iranlọwọ iranlọwọ wa, jọwọ pe 215-592-1800. Awọn afikun afikun le waye fun atunṣe awọn iwe wa.

Nepali / नेपाली

ध्यान: यदि तपाईं यो प्रकाशनलाई अंग्रेजी भन्दा अन्य भाषामा अनुरोध गर्न चाहानुहुन्छ, वा हाम्रो भाषा सहयोगको लागि DVRPC लाई सम्पर्क गर्न चाहानुहुन्छ, कृपया 215-592-1800 मा कल गर्नुहोस्। अतिरिक्त शुल्क हाम्रो प्रकाशन को पुनः छाप को लागि आवेदन हुन सक्छ।

Greek / Ελληνικά

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Urdu / اردو

نوٹ: اگر آپ اس اشاعت کو انگلش کے علاوہ دوسری زبان میں درخواست کرنا چاہتے ہیں، یا ہماری زبان کی مدد کے سے رابطہ کرنا چاہتے ہیں، تو براہ کرم 215-592-1800 کو کال کریں۔ اضافی چارجز ہمارے DVRPC لئے اشاعتوں کی دوبارہ اشاعت کیلئے درخواست دے سکتی ہیں۔

German / Deutsche

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Punjabi / ਪੰਜਾਬੀ

ਧਿਆਨ ਦਿਓ: ਜੇ ਤੁਸੀਂ ਇਸ ਪ੍ਰਕਾਸ਼ਨ ਨੂੰ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਇਲਾਵਾ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿੱਚ ਬੇਨਤੀ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਜਾਂ ਸਾਡੀ ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਲਈ ਡੀਵੀਆਰਪੀਸੀ ਨਾਲ ਸੰਪਰਕ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 215-592-1800 ਤੇ ਫੋਨ ਕਰੋ। ਸਾਡੇ ਪ੍ਰਕਾਸ਼ਨਾਂ ਦੇ ਮੁੜ ਛਾਪਣ ਲਈ ਵਾਧੂ ਖਰਚੇ ਲਾਗੂ ਹੋ ਸਕਦੇ ਹਨ।

Telugu / తెలుగు

శ్రద్ధ: మీరు ఈ ప్రచురణను ఇంగ్లీష్ కాకుండా వేరే భాషలో అభ్యర్థించాలనుకుంటే లేదా మా భాషా సహాయం కోసం DVRPC ని సంప్రదించాలనుకుంటే, దయచేసి 215-592-1800కు కాల్ చేయండి. మా ప్రచురణల పునర్ముద్రణ కోసం అదనపు ఛార్జీలు వర్తించవచ్చు.

Tamil / தமிழ்

కవనం: இந்த வெளியீட்டை ஆங்கிலம் தவிர வேறு மொழியில் கோர விரும்பினால், அல்லது எங்கள் மொழி உதவிக்கு டி.வி.ஆர்.பி.சி.யை தொடர்பு கொள்ள விரும்பினால், தயவுசெய்து 215-592-1800 ஐ அழைக்கவும். எங்கள் வெளியீடுகளின் மறுபதிப்புக்கு கூடுதல் கட்டணங்கள் பொருந்தக்கூடும்.

Samoan / Samoa

Fa'aaliga: Afai e te mana'o e talosagaina lenei lomiga i se isi gagana e ese mai le Igilisi, pe mana'o e fa'afeso'ota'i le DVRPC mo la matou fesoasoani i le gagana, fa'amolemole vala'au 215-592-1800. O isi fa'aopoopoga e mafai ona talosaga mo le toe lolomiina oa matou lomiga.

Thai / ไทย

ข้อควรระวัง: หากคุณต้องการขอเอกสารนี้เป็นภาษาอื่นนอกเหนือจากภาษาอังกฤษหรือต้องการติดต่อ DVRPC เพื่อขอความช่วยเหลือด้านภาษาของเราโปรดโทรไปที่ 215-592-1800
อาจมีค่าใช้จ่ายเพิ่มเติมสำหรับการพิมพ์สิ่งพิมพ์ของเรา

Japanese / 日本人

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Amharic / አማርኛ

ማሳሰቢያ-ይህንን የእንግሊዝኛ ቋንቋን ከእንግሊዝኛ ውጭ በሌላ ቋንቋ ለመጠየቅ ከፈለጉ ወይም ለቋንቋ እርዳታ በ DVRPC ለማነጋገር ከፈለጉ እባክዎ በስልክ ቁጥር 215-592-1800 ይደውሉ. ከጽሑፎቻችን ላይ በድጋሚ ለማተም ተጨማሪ ወጪዎች ሊተገበሩ ይችላሉ.

Persian / فارسی

DVRPC توجه: اگر می خواهید این نشریه را به زبان دیگری غیر از زبان انگلیسی درخواست کنید یا مایل به تماس با برای کمک به زبان ما، لطفاً با شماره 1800-592-215 تماس بگیرید. ممکن است هزینه های اضافی برای چاپ مجلات ما اعمال شود.

Yiddish

וּפּמערקזאַמקײַט: אויב איר ווילט צו פֿאַרלאָזן דעם אויסגאבע אין אן אנדער שפראך ווי ענגליש, אָדער איר ווילן צו קאָנטאַקט דוורפּק פֿאַר אונדזער שפראך הילף, ביטע רופן 215-592-1800. נאָך טשאַרדזשאַז קענען זיין געווענדט צו דער רעפּענט פון אונדזער פובליקאַציעס.

Hebrew / עברית

DVRPC לתשומת לבכם: אם ברצונכם לבקש פרסום זה בשפה אחרת שאינה אנגלית, או ברצונכם ליצור קשר עם לקבלת סיוע בשפה שלנו, התקשרו למספר 215-592-1800. חיובים נוספים עשויים לחול על הדפסה חוזרת של הפרסומים שלנו.

Created using Google Translate; last updated by DVRPC 7/22/2019



Appendix H

Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, etc

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SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. DVRPC firmly believes in public participation and reaches out to as many populations as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, the private sector, special-interest groups, older adults, educators and parents, public officials, the mentally and physically disabled, and economically disadvantaged populations. While data has shown that a large number of the region's residents have access to the internet and smartphones, making online meetings a great method for creating an inclusive outreach process, the need to implement a variety of in-person, online, traditional media, and social media public involvement strategies is critical to supporting sound decision-making and equitable involvement in DVRPC's work..

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+-day public comment period. The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, and closed on June 24, 2024 at 5:00 p.m. (local time). Notice of the public comment period and the scheduled public meeting were distributed to over 12,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort of coordination, as appropriate, with each of the Tribal Nations.

Legal notices were placed in the Philadelphia Inquirer and the Philadelphia Tribune. An article also appeared in DVRPC's monthly newsletter in June 2024. Announcements were made on DVRPC's Facebook page and X/Twitter feed.

A virtual public meeting was held for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

Monday, June 10, 2024
6:00 PM to 7:30 PM

A hybrid meeting was held at DVRPC's Main Conference Room, 190 North Independence Mall West, for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

Tuesday, June 11, 2024
6:00 PM to 7:30 PM

While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire Draft TIP document were placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP/Draft. Users were able to submit project-specific or general comments online.

In addition, the public was able to submit comments via e-mail to tip@dvrpc.org or through U.S. mail, addressed to:

TIP Comments
% Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must have been postmarked by June 24, 2024. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. DVRPC frequently employed social media ([Facebook](#), [X](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 1 Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania.

Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort of coordination, as appropriate, with each of the Tribal Nations.

**PUBLIC COMMENTS ON
THE DRAFT DVRPC FY2025
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR PENNSYLVANIA**

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



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



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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.



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**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 its 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,



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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



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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,

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.

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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# 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



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- 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



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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,
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



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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
- 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:



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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



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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.



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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 \$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)



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Transportation Improvement Program (TIP)
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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

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
 - 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. 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:

- 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



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

- 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)
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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. 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
- 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



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
- 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 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
- 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. 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.

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. 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:

- 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. 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)
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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)
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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

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)
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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:

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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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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 #40 — John Wright

Jun 4, 2024

Jun 4, 2024

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



Pennsylvania
Transportation Improvement Program (TIP)
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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



Pennsylvania
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)
DRAFT for Public Comment



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)
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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)
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- 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.

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)
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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
- 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. 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)
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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. 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



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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)
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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
 - 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. 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# 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# 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 Mastricolo

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)
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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
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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 Mastricolo
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



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. 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
 - 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# 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:

- 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)
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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. 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.

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



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Transportation Improvement Program (TIP)
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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 #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.

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania 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# 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# 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# 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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Transportation Improvement Program (TIP)
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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# 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.

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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 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



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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
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- 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,

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
- 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. 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
- 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,

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

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# 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# 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# 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# 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,
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.

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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# 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,

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:

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
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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.

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
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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# 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,

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

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- 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.

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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,

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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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,
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.

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,

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# 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



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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.

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 &



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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.

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# 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:

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



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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,

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.

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



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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,

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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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# 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 #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.

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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- 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# 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,
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.

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



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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 & 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, :

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

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.

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



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

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

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- 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# 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,
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.



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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 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# 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



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

David Talone

[email removed]



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Comment #95 – Samantha Kelly

Jun 12, 2024

Dear members of the DVRPC Board, :

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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



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Transportation Improvement Program (TIP)
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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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- 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 &



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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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- 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# 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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- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
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Transportation Improvement Program (TIP)
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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,

Bob Arrowsmith

[email removed]

Comment #99 – Jordan Teicher

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

- 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# 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,

Jordan Teicher

[email removed]

Comment #100 – 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# 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,

Amy Krauss

[email removed]

Comment #101 – Aaron Becker

Jun 12, 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

Thank you,
Aaron Becker
[email removed]

Comment #102 – Kevin Reilly

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



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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,

Kevin Reilly

[email removed]

Comment #103 – Darrell Boyd

Jun 12, 2024

Dear members of the DVRPC Board, :

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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,

Darrell Boyd

[email removed]

Comment #104 – Barry Thaler

Jun 12, 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

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 to 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:

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,

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
- 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

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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,

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# 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
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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:

- 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,
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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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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Transportation Improvement Program (TIP)
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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

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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,
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.

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



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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
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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

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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,

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
- 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
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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# 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,

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.

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)
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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 & Trail to Joshua Rd
- 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



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Transportation Improvement Program (TIP)
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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# 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,

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# 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 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# 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.

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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



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# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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.

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

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

- 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# 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 & Trail to Joshua Rd
- 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# 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# 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 & 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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- 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# 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# 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,
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



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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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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,

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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- 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# 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
- 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.

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)
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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# 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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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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Transportation Improvement Program (TIP)
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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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- 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

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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,

Sharon Caine

[email removed]



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Comment #130 — Stephanie Bacue

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



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Transportation Improvement Program (TIP)
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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.

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 &



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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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- 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, :

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

Brian Rickman

[email removed]

Comment #134 – Patricia Hendrick

Jun 7, 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



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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,
Patricia Hendrick
[email removed]

Comment #135 – Edward Stephens

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

Thank you,
Edward Stephens
[email removed]

Comment #136 – JOHN fitzpatrick

Jun 7, 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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- 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,
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)
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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,

Ronald Hess

[email removed]

Comment #138 – Mike DELLAPENNA

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

Thank you,

Mike DELLAPENNA

[email removed]

Comment #139 – Massimo Malossini

Jun 7, 2024

Dear members of the DVRPC Board, :

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 - 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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Transportation Improvement Program (TIP)
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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

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

Thank you,

Raymond King

[email removed]

Comment #142 – Deborah levin

Jun 7, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Deborah levin

[email removed]



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Comment #143 – John Mitchell

Jun 7, 2024

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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
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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



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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.

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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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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- 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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- 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, :

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- 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,

John Fiorella

[email removed]

Comment #148 – Scott Deeck

Jun 8, 2024

Dear members of the DVRPC Board, :

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- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing
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- 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, :

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- MPMS# 81785 | Cross County Trail East: Section A
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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,
Cyrena Deeck
[email removed]

Comment #150 – Elizabeth Hersh

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)
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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,
Elizabeth Hersh
[email removed]

Comment #151 – JoAnn Bongart

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# 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
Transportation Improvement Program (TIP)
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 - 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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Transportation Improvement Program (TIP)
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- 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, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Doug Grainge

[email removed]

Comment #155 – Jerry Amari

Jun 8, 2024

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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,

Jerry Amari

[email removed]



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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.

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
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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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Pennsylvania
Transportation Improvement Program (TIP)
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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

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

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Transportation Improvement Program (TIP)
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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,

Marc Seltzer

[email removed]

Comment #160 – Dominic Vasturia

Jun 8, 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



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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, :

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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



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Transportation Improvement Program (TIP)
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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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- 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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- 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
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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)
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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,

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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- 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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Pennsylvania
Transportation Improvement Program (TIP)
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Thank you,

Wayne Smithers

[email removed]

Comment #166 – Alexander Lamm

Jun 8, 2024

Dear members of the DVRPC Board, :

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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,
Alexander Lamm
[email removed]

Comment #167 – mike grosse

Jun 8, 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,

mike grosse

[email removed]

Comment #168 – Bill Oliver

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



Pennsylvania
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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
- 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,

Bill Oliver

[email removed]



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Transportation Improvement Program (TIP)
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Comment #169 – Peter Norman

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# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Peter Norman
[email removed]

Comment #170 — Adam Reese

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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Transportation Improvement Program (TIP)
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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, :

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

Thank you,
Susan Babbitt
[email removed]

Comment #172 — James McCarry

Jun 8, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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,

James McCarry

[email removed]

Comment #173 – Walter Hertler

Jun 8, 2024

Dear members of the DVRPC Board, :

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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# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- 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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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Brian Ray

[email removed]

Comment #175 – Joe Naglich

Jun 8, 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
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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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Pennsylvania
Transportation Improvement Program (TIP)
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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,

Bryan Calvet

[email removed]

Comment #177 – Sheryl Panka-Bryman

Jun 8, 2024

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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

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Thank you,
Mead Young
[email removed]

Comment #179 – Michael Singer

Jun 9, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Michael Singer
[email removed]

Comment #180 – Wesley Bowers

Jun 9, 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
- 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,
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



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create a model 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# 117965 | Liberty Bell Trail P3, Lansdale Borough
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Steven Profit

[email removed]



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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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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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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# 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 &



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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# 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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- 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,

Janilsa Smith

[email removed]

Comment #186 – John Bryan

Jun 9, 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# 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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- 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# 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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- 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# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



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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,

Alex Clark

[email removed]

Comment #190 – Nicholas Di Taranto

Jun 9, 2024

Dear members of the DVRPC Board, :

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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,

Nicholas Di Taranto

[email removed]

Comment #191 – Christine Duffy

Jun 9, 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

Thank you,
Christine Duffy
[email removed]

Comment #192 – Virginia Zipf

Jun 10, 2024

Dear members of the DVRPC Board, :

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- 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
- 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,
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.



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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 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# 82084 | Cross County Trail East - Section B Montgomery County
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Derrick Wu

[email removed]

Comment #194 – Dave Wojciechowski

Jun 10, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Dave Wojciechowski

[email removed]



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Comment #195 – Adrian Velonis

Jun 10, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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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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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, :

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- 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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- MPMS# 119299 | Carbon Reduction Program Line Item

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

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- 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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

John Santoro

[email removed]

Comment #201 – Zhenya Nalywayko

Jun 10, 2024

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Thank you,
Zhenya Nalywayko
[email removed]

Comment #202 — Jared Welch

Jun 10, 2024

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- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



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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,

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.



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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, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Janilyn Plinkowicz
[email removed]

Comment #207 – Daniel Paschall

Jun 11, 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 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,

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)
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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



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Transportation Improvement Program (TIP)
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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,

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



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Transportation Improvement Program (TIP)
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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,
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



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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

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:

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



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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,
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)
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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,

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.

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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I would 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

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 #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



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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# 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,

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



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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# 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# 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,

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



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through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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# 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

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]



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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.

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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
- 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
- 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



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Transportation Improvement Program (TIP)
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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.

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 &



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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.

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
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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,

Daniel Love

[email removed]

Comment #221 — 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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- 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,

Joe Bonus

[email removed]

Comment #222 – 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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- 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# 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,

Bob Arrowsmith

[email removed]

Comment #223 — Jordan Teicher

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# 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,
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# 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
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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# 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



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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,

Aaron Becker

[email removed]

Comment #226 – Kevin Reilly

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
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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, :

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

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



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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, :

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

Thank you,
Jessie Amadio
[email removed]

Comment #231 — Alicia Simpson

Jun 12, 2024

Dear members of the DVRPC Board, :

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- 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, :

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- 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, :

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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,



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



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Transportation Improvement Program (TIP)
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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,

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.

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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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Transportation Improvement Program (TIP)
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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,
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)
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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

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



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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,

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
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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)
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I would 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# 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,

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



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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
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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,

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)
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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# 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



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through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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# 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 Briggs

[email removed]



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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.

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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
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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,
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.

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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

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 &



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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, :

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

- 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# 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,
Olivia G. Overton
[email removed]

Comment #246 – Rona Fisher

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
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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,

Rona Fisher

[email removed]

Comment #247 – Charles Karl

Jun 12, 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

- MPMS# 105489 | Pennypack Park Trail - State and Rhawn St Crossing

- MPMS# 116147 | Chester Creek Trail Phase 2, Delaware County



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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,

Charles Karl

[email removed]

Comment #248 – Loree Schuster

Jun 12, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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
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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# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



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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,

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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- 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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 - 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, :

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

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.



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**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,



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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



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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.

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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.

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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://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 #272 — Emma Hall

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.

Comment #273 — May Kho

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.



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Comment #274 – Wayne Ritz

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://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 #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.

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 #276 – Abigail Lowe

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: <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 #277 – Jay Chou

Jun 19, 2024

No f**king arena in Philly Chinatown!!



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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.

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 #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://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.

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



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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://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 #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://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.

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!



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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



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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://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 #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

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 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.

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



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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



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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,

Andrew Hartmann

[email removed]

Comment #291 – 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.

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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# 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 #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.

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
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



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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,

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:

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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# 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,
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.

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



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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,

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.

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.



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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,
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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 - 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, :

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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,
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.



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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, :

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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 & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Erika Morgan

[email removed]



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Transportation Improvement Program (TIP)
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Comment #300 – David Loeb

Jun 17, 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
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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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# 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
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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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 & Trail to Joshua Rd
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- 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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- 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,

Meghan Shaffer

[email removed]

Comment #304 – Sara Salavitarab

Jun 18, 2024

Dear members of the DVRPC Board, :

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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# 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, :

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- 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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- 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,
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.

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



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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,

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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- 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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Transportation Improvement Program (TIP)
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - 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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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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Transportation Improvement Program (TIP)
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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 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.



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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,

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)
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Charlotte Chatfield
[email removed]



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Transportation Improvement Program (TIP)
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Comment #313 – Brandon Schlueter

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# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Brandon Schlueter
[email removed]

Comment #314 – Susan Thompson

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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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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- 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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- 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# 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# 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, :

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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# 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, :

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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 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# 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
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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,
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# 81785 | Cross County Trail East: Section A
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Pennsylvania
Transportation Improvement Program (TIP)
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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,

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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- 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)
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 - 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, :

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Pennsylvania
Transportation Improvement Program (TIP)
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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, :

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Thank you,
Joseph Slabinski
[email removed]

Comment #325 – Dennis Barnebey

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,
Dennis Barnebey
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
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Comment #326 – Jay Horrow

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Jay Horrow
[email removed]

Comment #327 — MICHAEL BALL

Jun 18, 2024

Dear members of the DVRPC Board, :

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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

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Thank you,
Matt Darragh
[email removed]

Comment #329 — Jason Das

Jun 18, 2024

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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,

Jason Das

[email removed]

Comment #330 – SUSAN HAUCK

Jun 18, 2024

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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

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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



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Transportation Improvement Program (TIP)
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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,

John Walker

[email removed]

Comment #332 – Douglas Maisey

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:

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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# 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
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Pennsylvania
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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,

O'Neil Williams

[email removed]

Comment #334 – Silvia Ascarelli

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

Thank you,
Silvia Ascarelli
[email removed]

Comment #335 – Johanna Hantel

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

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



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Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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,
Dennis Cohen
[email removed]

Comment #340 — Maureen Feyas

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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Transportation Improvement Program (TIP)
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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

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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, :

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Pennsylvania
Transportation Improvement Program (TIP)
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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,

Rebecca Chan

[email removed]

Comment #343 – Christopher Dascher

Jun 18, 2024

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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# 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,

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.

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# 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, :

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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
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Pennsylvania
Transportation Improvement Program (TIP)
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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,

MICHAEL CONNOR

[email removed]

Comment #347 – Dan Onraet

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# 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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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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Transportation Improvement Program (TIP)
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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)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Rich Hanson
[email removed]

Comment #350 – Christine Reimert

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# 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, :

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



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Thank you,

Ken Edmonds

[email removed]



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Transportation Improvement Program (TIP)
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Comment #352 – Emmanuelle Morgen

Jun 18, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Emmanuelle Morgen
[email removed]

Comment #353 — Ryan Zulawski

Jun 18, 2024

Dear members of the DVRPC Board, :

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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# 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, :

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Transportation Improvement Program (TIP)
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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,

Tyson Mott

[email removed]

Comment #356 – Tamara Jones

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.

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# 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# 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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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
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Transportation Improvement Program (TIP)
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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,

Pat Castiglione

[email removed]

Comment #358 – Frances Gray

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 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,
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



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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,
Leigh McKenzie
[email removed]

Comment #360 – Christopher Vasquez

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

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

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.



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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.

--

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] | 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, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alexander Milone
[email removed]

Comment #367 – Sydney Stafford

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



Pennsylvania
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sydney Stafford
[email removed]



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Transportation Improvement Program (TIP)
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Comment #368 — Jose de Arteaga

Jun 16, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



Pennsylvania
Transportation Improvement Program (TIP)
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Thank you,
Jose de Arteaga
[email removed]

Comment #369 — Jake Cannon

Jun 16, 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# 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

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)
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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
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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,
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.

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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,

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.

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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 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.

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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,

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.

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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# 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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- MPMS# 118034 | Spring Garden Connector, Pennsylvania Av to Delaware Ave
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



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- 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,
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# 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,

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:

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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)
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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,

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



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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# 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,



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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# 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



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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Shelley Pulaski-Fisher

[email removed]



Pennsylvania
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Comment #382 – Stephen Russell

Jun 13, 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 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# 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

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



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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, :

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Transportation Improvement Program (TIP)
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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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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- 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)
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- 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

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Shannon McCleary

[email removed]

Comment #387 – Helen Holmes

Jun 13, 2024

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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,

Helen Holmes

[email removed]

Comment #388 – Helena Gallant

Jun 13, 2024

Dear members of the DVRPC Board, :

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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)
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to Ridley Creek project

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Thank you,

Allison Duncan

[email removed]

Comment #390 – Diana Hulboy

Jun 13, 2024

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Pennsylvania
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Thank you,
Diana Hulboy
[email removed]

Comment #391 – Dave Pelton

Jun 13, 2024

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Pennsylvania
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Thank you,

Dave Pelton

[email removed]

Comment #392 – Sue DiMoia

Jun 13, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sue DiMoia

[email removed]

Comment #393 – Mark Kern

Jun 13, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Kern

[email removed]

Comment #394 – Michael Merz

Jun 13, 2024

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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,

Michael Merz

[email removed]



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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.

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

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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,
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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Pennsylvania
Transportation Improvement Program (TIP)
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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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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,
ANTONIO VALONE
[email removed]

Comment #398 – ROHIT MOGHE

Jun 13, 2024

Dear members of the DVRPC Board, :

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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,

ROHIT MOGHE

[email removed]

Comment #399 – Thomas Nelson

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

- 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,

Thomas Nelson

[email removed]

Comment #400 – Daniel Adair

Jun 13, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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- 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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- MPMS# 82084 | Cross County Trail East - Section B Montgomery County



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Transportation Improvement Program (TIP)
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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# 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# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



Pennsylvania
Transportation Improvement Program (TIP)
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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,

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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- 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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Pennsylvania
Transportation Improvement Program (TIP)
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 - 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, :

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Pennsylvania
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- 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

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- 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
- 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 Reinhart

[email removed]

Comment #407 – Melani Duvall

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



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create a model 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
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Melani Duvall

[email removed]



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Comment #408 — Greg Ladner

Jun 14, 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# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Greg Ladner
[email removed]

Comment #409 – Earl Stout III

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# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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 & Trail to Joshua Rd
- 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, :

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

Michelle Dugan

[email removed]

Comment #412 – William Marquis

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# 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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
William Marquis
[email removed]

Comment #413 – Ray Mannion

Jun 14, 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

Thank you,

Ray Mannion

[email removed]

Comment #414 – Saffra Milano

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

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



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Transportation Improvement Program (TIP)
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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)
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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 u 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



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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.

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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# 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,
Emilia Crotty
[email removed]

Comment #422 – James Purcell

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)
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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,

James Purcell

[email removed]

Comment #423 — Jeffrey Lawton

Jun 13, 2024

Dear members of the DVRPC Board, :

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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# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jeffrey Lawton

[email removed]



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Transportation Improvement Program (TIP)
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Comment #424 – Arthur Vogel

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
- 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# 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



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Transportation Improvement Program (TIP)
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Thank you,
Arthur Vogel
[email removed]

Comment #425 — richard gering

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
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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

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- MPMS# 114172 | Cross County Trail - Dreshertown Rd, Upper Dublin Township
- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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, :

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

Gloria Safar

[email removed]

Comment #427 – Francis Fedoroff

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# 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,

Francis Fedoroff

[email removed]

Comment #428 – Marlene Adkins

Jun 13, 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

- 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# 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,

Marlene Adkins

[email removed]

Comment #429 – Mark Mumbauer

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# 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



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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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- 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

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
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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



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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,

Christopher Dunham

[email removed]

Comment #432 – Chris Hanno

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# 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,
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.

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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,

Carl Rider

[email removed]

Comment #434 – Bradley Jordan Stitzer

Jun 13, 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
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- MPMS# 116126 | Parkside Cynwyd Trail, Parkside Ave to Bala Station
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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,

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.



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

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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)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tim Larson

[email removed]



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Comment #437 – Eric Kasproicz

Jun 13, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Eric Kasprovicz
[email removed]

Comment #438 – Bicycle Coalition of Greater Philadelphia	MPMS 117965	Jun 20, 2024
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We support this project

Comment #439 – Bicycle Coalition of Greater Philadelphia	MPMS 120688	Jun 20, 2024
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We support the conversion of these intersections to roundabouts.

Comment #440 – Bicycle Coalition of Greater Philadelphia	MPMS 48174	Jun 20, 2024
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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
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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
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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
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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
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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
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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
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Support the conversion of two-way stop signs to roundabouts. An FWHA Proven Safety Countermeasure that supports DVRPC's Regional Vision Zero Policy.



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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



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Comment #454 – William Kerr

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,

William Kerr

[email removed]

Comment #455 — Mark Bailey

Jun 21, 2024

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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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- 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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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Cathy Becker

[email removed]

Comment #458 – Mark Connolly

Jun 21, 2024

Dear members of the DVRPC Board, :

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Thank you,
Mark Connolly
[email removed]

Comment #459 – Lori Hartley

Jun 21, 2024

Dear members of the DVRPC Board, :

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- 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.

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,

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



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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# 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 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



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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
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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



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Transportation Improvement Program (TIP)
DRAFT for Public Comment



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
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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
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through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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

Thank you,

Mike Zickler

[email removed]



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Transportation Improvement Program (TIP)
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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.

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

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

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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,

Paul Price

[email removed]

Comment #471 – Edward Williams

Jun 21, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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# 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.

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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



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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,

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.

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.



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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,
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:



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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:
- 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)
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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,
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.



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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 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:

- 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,

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



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create a model 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
- 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,
Amanda Benner
[email removed]



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Transportation Improvement Program (TIP)
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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

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



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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
- 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



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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. 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:

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
- MPMS# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester 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,

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.

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



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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,
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.

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# 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,
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



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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,

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



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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
- 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,
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:

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
- 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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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 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



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# 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

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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,

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.

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



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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 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,

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



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
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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.

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
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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
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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.

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

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



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Transportation Improvement Program (TIP)
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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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- 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.

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



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# 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. 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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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 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# 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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- 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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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
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- 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,

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



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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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
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 - 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,

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:

- 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. 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.

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



Pennsylvania
Transportation Improvement Program (TIP)
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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 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
- 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,

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:

- 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,

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)
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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,

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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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# 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 #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.

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



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.

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



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.

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
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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

I fully support the prioritization and construction of the following



Pennsylvania
Transportation Improvement Program (TIP)
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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. 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.

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# 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)
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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.

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

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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



Pennsylvania
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- 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
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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# 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



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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
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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

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)
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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
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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,

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
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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# 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.

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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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I fully support the prioritization and construction of the following



Pennsylvania
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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. 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
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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
- 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# 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:

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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# 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,

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:

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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# 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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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:

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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# 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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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,

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



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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# 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 #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



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of Circuit Trails in the Southeastern Pennsylvania Counties.

- 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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- 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



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Pennsylvania:

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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 #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



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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# 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,



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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# 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,

Ann Watts

[email removed]

Comment #523 – John Struble

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



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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
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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# 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,
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, :

The large-scale potential investment in the connectivity of corridors through connected trail and active transportation systems has created a once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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,
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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Pennsylvania
Transportation Improvement Program (TIP)
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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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- 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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- 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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- 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,

Craig Peiffer

[email removed]

Comment #529 – Ross Abel

Jun 20, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ross Abel

[email removed]

Comment #530 – Neil Shusterman

Jun 20, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Neil Shusterman
[email removed]

Comment #531 — Michelle Mullin

Jun 20, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
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to Ridley Creek project

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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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Thank you,
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[email removed]

Comment #533 – Edward Hertzog

Jun 20, 2024

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DRAFT for Public Comment



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Thank you,
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[email removed]

Comment #534 – Maria Thomson

Jun 20, 2024

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[email removed]

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Jun 20, 2024

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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

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,

Todd Wanner

[email removed]

Comment #536 – Amy Ryan

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



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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Amy Ryan

[email removed]



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Transportation Improvement Program (TIP)
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Comment #537 – Caroline HE

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext



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Transportation Improvement Program (TIP)
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Thank you,
Caroline HE
[email removed]

Comment #538 — Michael Murphy

Jun 20, 2024

Dear members of the DVRPC Board, :

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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, :

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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 Grundel
[email removed]

Comment #540 – Laura Lyn Stern

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# 119299 | Carbon Reduction Program Line Item

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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,

Laura Lyn Stern

[email removed]

Comment #541 – Annette Holloman

Jun 20, 2024

Dear members of the DVRPC Board, :

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

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Annette Holloman

[email removed]

Comment #542 – Judi Space

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Judi Space

[email removed]

Comment #543 – Mark Harris

Jun 20, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Harris

[email removed]

Comment #544 – Andrew Mooney

Jun 20, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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to Ridley Creek project

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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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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Papp
[email removed]

Comment #546 – Pauline Berkowitz

Jun 20, 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

Thank you,

Pauline Berkowitz

[email removed]

Comment #547 – Tim Ward

Jun 20, 2024

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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,

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.



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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 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# 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,

Thomas Rutkoski

[email removed]

Comment #549 – Tim Burke

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,

Tim Burke

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
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Comment #550 — Lisa Jacobs

Jun 20, 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,
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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Transportation Improvement Program (TIP)
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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, :

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

Thank you,

Samantha Connors

[email removed]

Comment #553 – Lynn Mocerì

Jun 20, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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,

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# 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# 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, :

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

Thank you,

Todd Hart

[email removed]

Comment #556 – Carmelo Giuseppe

Jun 20, 2024

Dear members of the DVRPC Board, :

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- 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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Pennsylvania
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to Ridley Creek project

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe Kelly

[email removed]

Comment #558 – Tony Grassi

Jun 20, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Tony Grassi

[email removed]

Comment #559 – Alice Berman

Jun 20, 2024

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 - 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, :

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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



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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,
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.



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- 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, :

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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]



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Transportation Improvement Program (TIP)
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Comment #563 – Patrick Starr

Jun 21, 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



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Transportation Improvement Program (TIP)
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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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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, :

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- 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, :

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Transportation Improvement Program (TIP)
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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,

Dan McGinnis

[email removed]

Comment #567 – Adam Schorsch

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 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# 81789 | Chester Valley Trail - Ship Rd to Gallagherville Rd, Chester County
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- 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# 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, :

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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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
David Sawhill
[email removed]

Comment #570 – Ellen Wright

Jun 21, 2024

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



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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,

Ellen Wright

[email removed]

Comment #571 – Elly Porter-Webb

Jun 21, 2024

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- 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

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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,

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.

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



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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# 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

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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,
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.



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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# 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# 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,

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



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create a model 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# 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]



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Transportation Improvement Program (TIP)
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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# 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



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Transportation Improvement Program (TIP)
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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# 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
- 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 &



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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# 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 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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Transportation Improvement Program (TIP)
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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,

Thomas Maciag

[email removed]

Comment #580 – John Batchelor

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

- 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# 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,

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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- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia



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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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- 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,

Jason Diaz

[email removed]

Comment #582 – Gina Craigo

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
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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# 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,

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.

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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



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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
- 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.

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- 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,
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



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# 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.

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Pennsylvania
Transportation Improvement Program (TIP)
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want to go, and amplifying the region's climate resiliency.

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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Alexander Nemeth
[email removed]

Comment #587 – Kathleen Dieal

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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Transportation Improvement Program (TIP)
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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# 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.

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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# 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



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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

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://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 #598 – 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://whyy.org/articles/sixers-arena-study-tax-revenue-loss/>.



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Transportation Improvement Program (TIP)
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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 – 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 #600 – 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/>.



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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 #601 – 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 #602 – 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 #603 – 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 #604 – 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 #605 – Mark Wolgin

MPMS 95402

Jun 24, 2024

Fully in support. Keeping these bridges in good shape keeps speeds up and services running.

Comment #606 – 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
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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 #607 — 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 #608 — 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 #609 — 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 #610 — Bicycle Coalition of Greater Philadelphia

MPMS 111194

Jun 24, 2024

On the High Injury Network. We strongly support this project.

Comment #611 — 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 #612 — 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.



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Jean Burock
Narberth Borough Council

Comment #613 – 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:

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 - 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



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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 #614 – 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.

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Transportation Improvement Program (TIP)
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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. Stephen Gibbons

231 Winthrop Ln

Wayne, PA 19087-2153

[email removed]

Comment #615 – 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



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Transportation Improvement Program (TIP)
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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

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 #616 – 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
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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
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- 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:

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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 #617 – 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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Pennsylvania
Transportation Improvement Program (TIP)
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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,

Roscoe Sampson

[email removed]

Comment #618 – 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



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Transportation Improvement Program (TIP)
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Pennsylvania:

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- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
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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,
Linda York
[email removed]

Comment #619 – 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



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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# 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 #620 – 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)
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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# 117965 | Liberty Bell Trail P3, Lansdale Borough
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Harris Miller

[email removed]

Comment #621 — 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



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once-in-a-generation opportunity for Pennsylvania to lead the nation and create a model 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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

James Burke

[email removed]



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Transportation Improvement Program (TIP)
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Comment #622 – 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.

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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



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Transportation Improvement Program (TIP)
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Thank you,
Eileen Wallace
[email removed]

Comment #623 – 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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- MPMS# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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 #624 – 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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- 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 #625 — 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.

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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,

Dabrali Herrera-Diaz

[email removed]

Comment #626 – 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.

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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# 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 #627 – 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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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# 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,
Beatrice Zovich
[email removed]

Comment #628 – Jon Bergstresser

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# 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# 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# 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 #629 – Eugene Friesen

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:

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



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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,

Eugene Friesen

[email removed]

Comment #630 – Andrew 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.

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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,
Andrew Vose
[email removed]

Comment #631 — Andrew Rolli

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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Transportation Improvement Program (TIP)
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Andrew Rolli

[email removed]

Comment #632 – Rick Urbanowski

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)
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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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Rick Urbanowski
[email removed]

Comment #633 – Bria Parker

Jun 21, 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

Thank you,

Bria Parker

[email removed]

Comment #634 – Karen Wisnia

Jun 21, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Karen Wisnia

[email removed]



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Transportation Improvement Program (TIP)
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Comment #635 — Karen McGovern

Jun 21, 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



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Transportation Improvement Program (TIP)
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Thank you,
Karen McGovern
[email removed]

Comment #636 – Clare Hall

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# 119481 | Cross County Trail Extension - Germantown Pike Bridge &



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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 #637 – Jared Johnson

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# 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,
Jared Johnson
[email removed]

Comment #638 — Rachael Barrett

Jun 22, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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- 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# 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 #639 – Dan Jass

Jun 22, 2024

Dear members of the DVRPC Board, :

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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



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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,

Dan Jass

[email removed]

Comment #640 – Stanley Horwitz

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:

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 | Dreshertown Rd CC Trl Ext

Thank you,
Stanley Horwitz
[email removed]

Comment #641 – Catherine Sulimay

Jun 22, 2024

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Thank you,
Catherine Sulimay
[email removed]

Comment #642 – JosÃ© PagÃ¡n MuÃ±oz

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

JosÃ© PagÃ¡n MuÃ±oz

[email removed]

Comment #643 – Robert Steinfort

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Robert Steinfort
[email removed]

Comment #644 – Elizabeth Lennon

Jun 22, 2024

Dear members of the DVRPC Board, :

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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Elizabeth Lennon
[email removed]

Comment #645 – Viacheslav Eroshin

Jun 22, 2024

Dear members of the DVRPC Board, :

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Thank you,

Viacheslav Eroshin

[email removed]

Comment #646 – Ryan Johnson

Jun 22, 2024

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Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ryan Johnson

[email removed]

Comment #647 – Marc Meola

Jun 22, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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Thank you,

Marc Meola

[email removed]



Pennsylvania
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Comment #648 —

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://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.

Thank you,

Molly

--

Molly Lester* *(she/her)

Architectural Historian | Preservation Planner

Founder, InKind Baking Project

Comment #649 —

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



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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 #650 – 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



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

Sincerely,

Mr. Chris Robinson
1790 Lower Farm Dr
Avondale, PA 19311-9790
[email removed]

Comment #651 — Martin Marino

Jun 20, 2024

Jun 20, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

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Pennsylvania
Transportation Improvement Program (TIP)
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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
- 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]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #652 – 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.

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

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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 #653 – 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.

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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
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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



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 #654 – 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.

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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



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
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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 #655 – 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.

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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



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

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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 #656 — 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.

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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



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
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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. Torpey White

122 E Keel Dr

Hampstead, NC 28443-4064

[email removed]

Comment #657 – 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# 82084 | Cross County Trail East - Section B Montgomery 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:

- 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 #658 — 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# 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]

Comment #659 – 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:

- 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
- 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

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 #660 – 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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 - 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



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 #661 — 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# 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



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 #662 – 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:

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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,



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. Anthony Silvi

9 Cameo Dr

Richboro, PA 18954-1376

[email removed]

Comment #663 – 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.

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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
 - 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# 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 #664 – 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.

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- 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,

Mrs. Aurica Donovan

2323 Race St

Unit 1102

Philadelphia, PA 19103-1089

[email removed]

Comment #665 – 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 #666 – 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)
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once-in-a-generation opportunity for Pennsylvania 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 #667 — 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 #668 – 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 #669 — 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)
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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. Richard Caroto
1304 Rose Tree Ln
Havertown, PA 19083-2726
[email removed]

Comment #670 – 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,



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Transportation Improvement Program (TIP)
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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 #671 — 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



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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

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 #672 – 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:



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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. Steve Young

22 Castle Rock Dr

Havertown, PA 19083-1207

[email removed]

Comment #673 – 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



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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 #674 – 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 #675 – 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)
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Comment #676 – 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.

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)
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Thank you,
Brian Wadiak
[email removed]

Comment #677 — 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.

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 &



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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 #678 – 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.

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
- MPMS# 116125 | Wissahickon Gateway Trail, Philadelphia
- 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,

Kevin Maloy

[email removed]

Comment #679 – Kelly 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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- 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,

Kelly Davis

[email removed]

Comment #680 – David Cohen

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# 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# 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,

David Cohen

[email removed]

Comment #681 — Adam Spector

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# 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
- 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,
Adam Spector
[email removed]

Comment #682 – Daniela Ascarelli

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# 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# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Daniela Ascarelli
[email removed]

Comment #683 – Michael Shaw

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# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street



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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 Shaw

[email removed]

Comment #684 – Graham Bier

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# 81744 | Chester Valley Trail: P&T Phase 1
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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Graham Bier
[email removed]

Comment #685 – Stewart Keener

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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Transportation Improvement Program (TIP)
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Thank you,
Stewart Keener
[email removed]

Comment #686 – Robert Sassa

Jun 22, 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

Thank you,
Robert Sassa
[email removed]

Comment #687 – Christine Zacchei

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Christine Zacchei
[email removed]

Comment #688 – Amory Hillengas

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Amory Hillengas
[email removed]



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Comment #689 – Tessa Lalonde

Jun 22, 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



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Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Tessa Lalonde
[email removed]

Comment #690 – Charles Gabriel

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:

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 &



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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 #691 – 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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- 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 Fisher
[email removed]

Comment #692 – Ward Kradjel

Jun 22, 2024

Dear members of the DVRPC Board, :

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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,

Ward Kradjel

[email removed]

Comment #693 – Ruth Macdonald

Jun 22, 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

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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

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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
- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Ruth Macdonald

[email removed]

Comment #694 — Joe OBrien

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Joe OBrien

[email removed]

Comment #695 – Ed Voorhees

Jun 22, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Ed Voorhees
[email removed]

Comment #696 – Patricia Woodworth

Jun 22, 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)
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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,

Patricia Woodworth

[email removed]

Comment #697 – 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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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Felix Schafroth Doty

[email removed]

Comment #698 – Margaret Emerson

Jun 22, 2024

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Pennsylvania
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 - MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Margaret Emerson

[email removed]

Comment #699 – Kay Gering

Jun 23, 2024

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Transportation Improvement Program (TIP)
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kay Gering

[email removed]

Comment #700 – Madeleine Becker

Jun 23, 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

Thank you,

Madeleine Becker

[email removed]

Comment #701 – Jonathan Justice

Jun 23, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Jonathan Justice
[email removed]



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Transportation Improvement Program (TIP)
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Comment #702 – Alex Shirreffs

Jun 23, 2024

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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# 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



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Transportation Improvement Program (TIP)
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Thank you,
Alex Shirreffs
[email removed]

Comment #703 – 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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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 #704 – 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# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Pamela Zimmerman

[email removed]

Comment #705 — Keya Johnson

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# 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,

Keya Johnson

[email removed]

Comment #706 – Peter Durlacher

Jun 23, 2024

Dear members of the DVRPC Board, :

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

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Peter Durlacher

[email removed]

Comment #707 – Carolyn Dorph

Jun 23, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Carolyn Dorph
[email removed]

Comment #708 – Sam Kopansky

Jun 23, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Sam Kopansky
[email removed]

Comment #709 – Matthew Quinn

Jun 23, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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,

Matthew Quinn

[email removed]

Comment #710 – Patrick Nellis

Jun 23, 2024

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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext
- Thank you,
Patrick Nellis
[email removed]

Comment #711 — Julie Richburg

Jun 23, 2024

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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Julie Richburg
[email removed]

Comment #712 – Sam Ressin

Jun 23, 2024

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Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Sam Ressin

[email removed]

Comment #713 – James Donaghy

Jun 23, 2024

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
James Donaghy
[email removed]

Comment #714 – Jacqueline Santiago

Jun 24, 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# 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,

Jacqueline Santiago

[email removed]



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DRAFT for Public Comment



Comment #715 – 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.

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# 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,
Joseph Hancher
[email removed]

Comment #716 — 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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- MPMS# 119299 | Carbon Reduction Program Line Item

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Pennsylvania
Transportation Improvement Program (TIP)
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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 #717 – 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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Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Brian Wasson
[email removed]

Comment #718 – Katharine Johnson

Jun 24, 2024

Dear members of the DVRPC Board, :

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- MPMS# 119299 | Carbon Reduction Program Line Item

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Circuit Trails projects:

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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 #719 – 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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- 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# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jaquan Collins

[email removed]

Comment #720 – Rose Paddison

Jun 24, 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

Thank you,

Rose Paddison

[email removed]

Comment #721 – 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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- MPMS# 81785 | Cross County Trail East: Section A
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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,
Mary Spross
[email removed]

Comment #722 – Mark Wolgin

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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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,

Mark Wolgin

[email removed]

Comment #723 – Kyle Conner

Jun 24, 2024

Dear members of the DVRPC Board, :

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Pennsylvania
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Kyle Conner

[email removed]

Comment #724 – 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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Thank you,

Donald Charles

[email removed]

Comment #725 – William Jackson

Jun 24, 2024

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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,

William Jackson

[email removed]

Comment #726 — Jean Burock

Jun 24, 2024

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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,

Jean Burock

[email removed]

Comment #727 – 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



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
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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,

State Rep. Pat Gallagher

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #728 – 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:

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- 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



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Thank you,
Lisa Serieyssol
[email removed]

Comment #729 — 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
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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 &



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,

Joann Kelly

[email removed]

Comment #730 – 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
- 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:



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Transportation Improvement Program (TIP)
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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,
Thomson Weir
[email removed]

Comment #731 – 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

- 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,



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Mr. Steve Panning
228 W Broad St
Souderton, PA 18964-1812
[email removed]

Comment #732 –

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
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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# 117965 | Liberty Bell Trail P3, Lansdale Borough
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Lisa Serieyssol
[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #733 —

Jun 24, 2024

See the attachment.

Eleanor V. Horne

Comment #734 —

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.

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

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

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



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



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 #735 —

Jun 24, 2024

Please accept these two letters of support of projects in the 2025 TIP.

Thank you. - Tim

[cid:[email removed]]

Comment #736 —

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 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?



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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 activity on major surface transit corridors. How will this impact long range use of 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.



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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?

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



Pennsylvania
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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 #737 – 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
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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
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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

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 #738 – 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.

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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# 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 #739 – 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.

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



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. Gilles Emond
77 Shady Brook Dr
Langhorne, PA 19047-8010
[email removed]

Comment #740 – 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 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,

Ms. Jody Twer

256 Nockamixon Rd

Kintnersville, PA 18930-1650

[email removed]

Comment #741 — 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



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,

Mr. Ed Lundgren

9 Claremont Cir

Horsham, PA 19044-1024

[email removed]

Comment #742 – Shawn Curran

MPMS 12923

Jun 20, 2024

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**Attachments sent during
the Public Comment
Period for the DVRPC
FY2025 Draft TIP for
Pennsylvania**



June 18, 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 a change to the Draft FY2025-2028 Transportation Improvement Program (TIP) for Pennsylvania.

SEPTA is requesting the removal of all funding programmed in the Regional Rail Car and Locomotive Acquisition Program (MPMS #60638) in fiscal years 2025, 2026, and 2027 (\$40.011M). These funds were programmed to support the Multi-Level Regional Rail Car project (\$185M, Prior Years - FY 2027). However, SEPTA cancelled its procurement of 45 Multi-Level Regional Rail Cars for cause due to unmet contract requirements by the manufacturer in April 2024. SEPTA requests that the \$40.011M in MPMS #60638 be reprogrammed to MPMS #115472 Projects of Significance to support the Regional Rail Car Silverliner IV Replacement Project - \$728.06M (Prior Years – FY 2036) project.

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

DVRPC FFY 2025-2028 TIP for Pennsylvania
Fiscal Constraint Chart
SEPTA TIP Recommended Changes
Federal and State Funds (in \$1,000s)

Project Title	MPMS	Phase	Fund Type			FFY 2025			FFY 2026			FFY 2027			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	Fed	State	Local	
Projects of Significance	115472	ERC	Before	5307	1514	59,920	35,166	3,854	36,203	45,529	1,596	33,481	57,015	4,287	SEPTA recommended changes for FY 2025 - FY 2028 TIP
			Before	5337	1514	51,847	0	0	24,565	0	0	11,254	0	0	
			Before	5339	1514	1,760	0	0	1,805	0		5,790	0	0	
			Before	RVR	1514	134,757	0	0	133,950	0	0	0	0	0	
			Before	1514	1514	0	0	0	0	0	0	0	0	0	
			Before	OTH	1514	0	0	92,155	0	0	0	0	0	0	
			Before	LOC	1514	0	0	0	0	0	0	0	0	0	
			Before	DISFUND	1514	0	0	0	96,079	0	0	79,509	0	0	
			Adjust	5307	1514	0	0	0		0	0	0	0	0	
			Adjust	5337	1514	9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			Adjust	5339	1514	0	0	0	0	0	0	0	0	0	
			Adjust	RVR	1514	0	0	0	0	0	0				
			Adjust	1514	1514	0	0	0	0	0	0	0	0	0	
			Adjust	OTH	1514	0	0	0	0	0	0	0	0	0	
			Adjust	LOC	1514	0	0	0	0	0	0	0	0	0	
			Adjust	DISFUND	1514	0	0	0	0	0	0	0	0	0	
			Total Adjust			9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			After	5307	1514	59,920	35,166	3,854	36,203	45,529	1,596	33,481	57,015	4,287	
			After	5337	1514	61,227	2,269	76	35,835	2,727	91	22,613	2,747	92	
			After	5339	1514	1,760	0	0	1,805	0	0	5,790	0	0	
			After	RVR	1514	0	0	0	133,950	0	0				
			After	1514	1514	0	0	0	0	0	0	0	0	0	
			After	OTH	1514	0	0	92,155	0	0	0	0	0	0	
			After	LOC	1514	0	0	0	0	0	0	0	0	0	
			After	DISFUND	1514	0	0	0	96,079	0	0	79,509	0	0	

Project Title	MPMS	Phase	Fund Type			FFY 2025			FFY 2026			FFY 2027			Comments
			Amts	Fed	State	Fed	State	Local	Fed	State	Local	Fed	State	Local	
Regional Rail Car & Locomotive Acquisition	60638	PUR	Before	5337	1514	9,380	2,269	76	11,270	2,727	91	11,359	2,747	92	
			Before	1514	1514	0	0	0	0	0	0	0	0	0	
			Before	LOC	1514	0	0	0	0	0	0	0	0	0	
			Adjust	5337	1514	(9,380)	(2,269)	(76)	(11,270)	(2,727)	(91)	(11,359)	(2,747)	(92)	
			Adjust	1514	1514	0	0	0	0	0	0	0	0	0	
			Adjust	LOC	1514	0	0	0	0	0	0	0	0	0	
			Total Adjust			(9,380)	(2,269)	(76)	(11,270)	(2,727)	(91)	(11,359)	(2,747)	(92)	
			After	5337	1514	0	0	0	0	0	0	0	0	0	
			After	5307	1514	0	0	0	0	0	0	0	0	0	
			After	LOC	1514	0	0	0	0	0	0	0	0	0	
Summary of Changes			Before			543,391	404,496	116,567	647,528	421,373	16,913	532,296	421,394	17,308	
			Adjust			0	0	0	0	0	0	0	0	0	
			After			543,391	404,496	116,567	647,528	421,373	16,913	532,296	421,394	17,308	



CHALFONT BOROUGH

40 N. Main Street Chalfont, PA 18914 P: 215-822-7295 F: 215-822-5528 Email: info@chalfontborough.com

June 19, 2024

Richard Murphy
Manager, TIP Development and Maintenance
DVRPC
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Support of Primary Project ID #12923; Bristol Road Extension

Mr. Murphy,

Chalfont Borough Council has voiced and continues to voice its strong support for the construction of the Bristol Road Extension for the health, well-being and safety of the public. The Bristol Road Extension has been a priority project of Chalfont Borough, New Britain Borough, and New Britain Township for 55 years.

The Bristol Road Extension will mitigate the troublesome daily traffic congestion in Chalfont Borough and thereby reduce response times in emergencies for police, fire, and EMT services. There is currently no alternate route for residents of Chalfont Borough, New Britain Borough and New Britain Township who need to travel to the northeast or southwest in cases of emergency evacuations and/or routine road closures. In addition, the Bristol Road Extension will provide a direct pedestrian and bicycle route to local destinations, including schools, parks, shops, and nearby SEPTA stations, thereby promoting a walkable community and encouraging the use of mass transit.

Chalfont Borough strongly supports the long-awaited Bristol Road Extension project and looks forward to its commencement. Please feel free to contact me with any questions, updates, or to coordinate any meetings with regards to this project. I can be reached at 215-822-7295, or scurran@chalfontborough.com

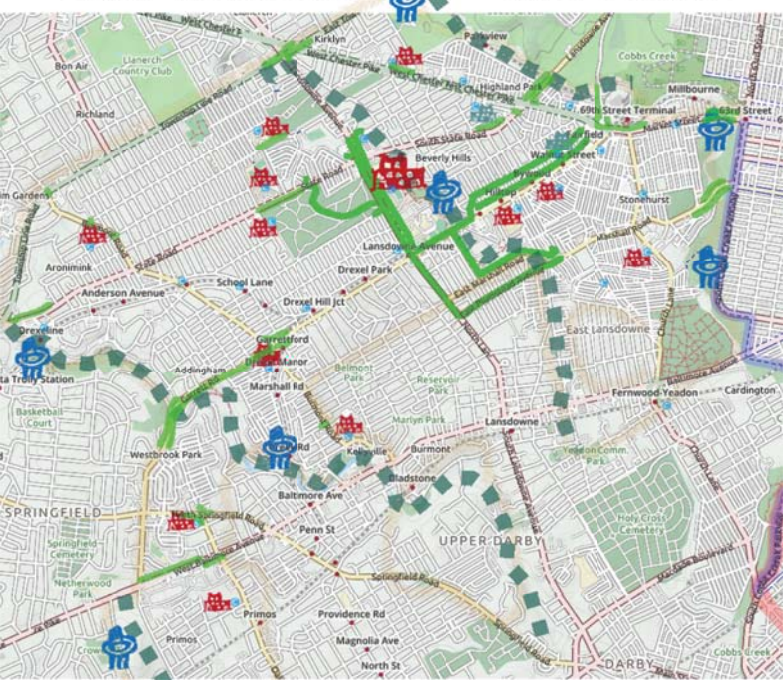
Respectfully,

Shawn Curran
Manager, Chalfont Borough

CC: HNTB/Narayana Velaga, Project Manager
610-205-6873
c-nvelaga@pa.gov

Robert Graham, Head of Bucks County PennDOT Maintenance Department
robegraham@pa.gov
267-360-2159

Bicycle Facilities for Upper Darby, PA



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
moberly.c@fearnley.com /Upper Darby Bike Routes.pdf
November 2018



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

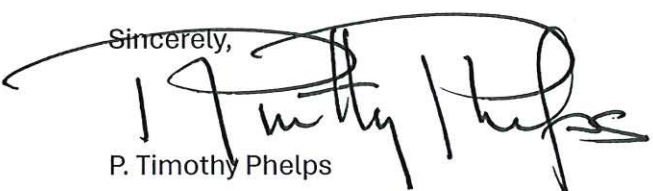
On behalf of the Transportation Management Association of Chester County (TMACC), I am writing to express our strong support for the Delaware Valley Regional Planning Commission's draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania. It is crucial that we approach Chester County's transportation 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

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.

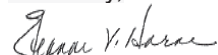
- MPMS# 81744 | Chester Valley Trail: P&T Phase 1
- MPMS# 81785 | Cross County Trail East: Section A
- MPMS# 82069 | PA 291 Complete Streets, East Coast Greenway: Irving Street to Ridley Creek project
- MPMS# 82083 | Cross County Trail: SEPTA's Fort Washington Station
- MPMS# 82084 | Cross County Trail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

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**AGENCY RESPONSES TO
PUBLIC COMMENTS ON THE
DRAFT DVRPC FY2025
TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)
FOR PENNSYLVANIA**

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 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

Thank you for sharing your comment and your support of this project. The Delaware Canal Enhancement project is located in Yardley Borough.

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

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.

We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.

More information on the project can be found at Route <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx> 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

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

At the project scoping meeting (Connects) in June 2020 with Richland Twp., and Bucks County Planning Commission representatives, Richland Twp indicated that there are no plans for sidewalks in these areas, but they would like to see wider shoulders. Based on this input, the current design does not include sidewalks, however we have incorporated 8 ft. shoulders as suggested by Richland Twp.

We will discuss these comments with the Township accordingly and take the appropriate actions that best meet the project purpose and need, the township's goal, and best use of transportation funds for the region.

More information on the project can be found at Route <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/BucksCounty/Pages/Route-309-over-Morgan-Creek-and-Beaver-Run-Bridge-Replacements.aspx> 309 over Morgan Creek and Beaver Run Bridge Replacements (pa.gov)

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

Thank you for sharing your comment. Before advancing the design of the project, our project team will engage in the

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

CONNECTS coordination process for awareness, consideration, and incorporation of various public interests including pedestrian and bike access across the bridge. 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: 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

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

The PennDOT design team will engage Bristol Township, East Coast Greenway Alliance and the other groups mentioned to coordinate the design of the State Road Corridor Improvement project with design of the East Coast Greenway.

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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

Thank you for your comment and your support of this project.

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

Thank you for sharing your comment. The current design includes a 5-foot-wide walking path. Widening the path to a minimum of 10 feet would significantly increase environmental and utility impacts, right-of-way needs, and project costs.

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

Thank you for your comment and your support of this project.

Response By: Bucks County

Thank you for your support.

MPMS ID: 12965 Lawn Avenue Reconstruction

Related to Comment IDs: 450

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

The project includes a significant expansion of the existing sidewalk network, ADA compliant curb ramps, crosswalks, and pedestrian refuge islands. Signal equipment will be replaced and modernized to include pedestrian push buttons and countdown timers at all crossings. Traffic signal timings will provide for pedestrian crossing phases.

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>

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MPMS ID: 12923 Bristol Road Extension

Related to Comment IDs: 742

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: Bucks County

Thank you for your support. Bucks County also supports this project and is eager to see its completion.

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

Thank you for your comment, Heather. This project will increase turning radii, making it much easier for trucks and larger vehicles to navigate. This intersection is a top priority for Chester County as well, and we are trying to move it through the design review process so that it can move to the construction phase as soon as possible. Follow the progress of this project through PennDOT's webpage <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/ChesterCounty/Pages/Old-Newark-Road-and-Baltimore-Pike-Intersection-Improvements.aspx>

MPMS ID: 118024 US 202 and High Street Interchange

Related to Comment IDs: 263

Response By: PennDOT

Thank you for your interest on the project and providing your knowledge of the traffic patterns in this area. The existing lane configuration forcing all traffic staying on US 202NB into the right lane approaching the intersection that you describe is a deficiency that has been identified. We are currently generating and evaluating alternatives and alleviating that condition will be one of the criteria used when choosing an alternative.

Response By: Chester County

Thank you for your comment, Nicholas. You are correct, the preferred alternative has the NB 202 right lane as right turn only (staying on 202N) and the left lane as straight (to High St) or right, onto the 202 NB ramp. We will work with DVRPC to clarify the narrative.

MPMS ID: 81744 Chester Valley Trail: P&T Phase 1

Related to Comment IDs: 601

Response By: Chester County

Thank you for your comment, Ted. In addition to the Phase 1 work, Chester County is investigating connections to both the borough of Downingtown and the East Branch Brandywine Trail, as suggested in the 2017 CVT Extension to Downingtown Master Plan- available on our website [Chescoplanning.org](https://www.chescoplanning.org) Updates on our progress in extending the Chester Valley Trail can be found at <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

MPMS ID: 14532 US 30, Coatesville Downingtown Bypass Reconstruction Design

Related to Comment IDs: 602

Response By: PennDOT

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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

Thank you for expressing your concerns over the conditions on the US 30 Bypass. Most everyone is eager to move that project to construction as soon as possible for many reasons. The primary purpose for its complete reconstruction is because it is simply beyond its useful life from when it was originally constructed thus creating conditions that contribute to a greater need for required maintenance. All parties involved with its current planning and design understand that this project needs to move forward and are doing so as expeditiously and responsibly as possible given this Federally funded project's scale and required clearances and approvals.

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

Thank you for your comment. This project includes replacement of the existing bridge with limited approach work. There is no bicycle lane or physical separation for bicyclists proposed on the bridge surface. The project proposes three travel lanes, shoulders, and a sidewalk in both the northbound and southbound directions. There will be sufficient room under the bridge to accommodate a multi-use trail.

MPMS ID: 99668 PA 291 Drainage Improvement

Related to Comment IDs: 14

Response By: PennDOT

In coordination with Delaware County, PennDOT has incorporated a multi-use path into the project design from Crum Creek Bridge to the intersection of Stewart Ave. The path is scoped to be part of Bicycle PA Route E, the East Coast Greenway, and the 9/11 National Memorial Trail.

MPMS ID: 92324 Gov Printz Blvd o/ Conrail (Bridge)

Related to Comment IDs: 259

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

Thank you for your comment. PennDOT continues to evaluate options to best improve the safety and efficiency within the project area.

Response By: Delaware County

Thank you for your comment. PennDOT is exploring innovative ways to improve safety and efficiency of the intersection

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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

As part of PennDOT's Route 352 (Middletown Road) and U.S. 1 Roadway Improvements Project, the terminus of the Media Bypass will be reconfigured to tie directly into U.S. 1 (Baltimore Bike) with two travel lanes in each direction. Media Bypass traffic destined for Route 352 (Middletown Road) will utilize an off-ramp at the interchange. For more information on the project, including conceptual design drawings, please visit pa352us1delco.com.

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: 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

Thank you for your interest in the I-95/322/Conchester Hwy. Interchange Improvement Project and sharing your comment. Realigning northbound I-95 to create a right-hand entrance for U.S. 322 eastbound through the interchange, is being evaluated as part of this project along with a number of other transportation safety improvements within the project limits.

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: Delaware County

Thank you for your support of this project.

MPMS ID: 57773 Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)

Related to Comment IDs: 445

Response By: PennDOT

Thank you for your support of the project.

The project's local sponsor (City of Chester) will adjust the line striping for the bridge with 11' lanes and 7' shoulders that can accommodate 11' lanes and 5' width for bike lanes with 2' buffer areas in the future.

Response By: Delaware County

Thank you for your comment. We appreciate this feedback and will pass along this information to the design consultant.

MPMS ID: 111022 Chichester Avenue Corridor Safety Improvements

Related to Comment IDs: 446

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Response By: PennDOT

Thank you for your comment and your support of this project.

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

Thank you for your comment. This project was developed in coordination with both Lower Providence Township and Montgomery County. The current design was developed based upon short and long-term recommendations identified in Lower Providence Township's "Ridge Pike West Corridor Study." This study was completed in June of 2018 and the web address to the document can be found below.

https://www.lowerprovidence.org/sites/g/files/vyhlf4626f/uploads/currentprojects_tcdi_report_text_-_june_2018.pdf

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: 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 oversized 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.

MPMS ID: 72355 Valley Green Road Bridge Over Wissahickon Creek

Related to Comment IDs: 6

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.

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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

Thank you for your comment. This project is currently in preliminary engineering. Bicycle and pedestrian concerns will be considered in coordination with the Township and Montgomery County.

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: 612

Response By: PennDOT

Thank you for your comment and your support of this project.

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

MPMS ID: 118034 Spring Garden Connector

Related to Comment IDs: 15

Response By: City of Philadelphia

Thank you for your interest, this project is currently in design, with improved safety as a key driver. Additional engagement will be conducted as part of that process.

MPMS ID: 118034 Spring Garden Connector

Related to Comment IDs: 16, 17, 105, 205, 229, 256, 594

Response By: City of Philadelphia

Thank you for your interest, this project is currently in design, with improved safety for all modes as a key driver.

MPMS ID: 112500 Citywide 3R 110

Related to Comment IDs: 203, 204

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Response By: City of Philadelphia

Thank you for your comment. S. 21st St. was paved by City forces in 2022 and the CW111 package will focus on completing ADA ramp accessibility upgrades along this corridor.

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave

Related to Comment IDs: 255

Response By: City of Philadelphia

Thank you for your comment. This project will be entering preliminary engineering in FY25 and will be advanced as schedule & funding allow.

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

Thank you for your interest in this important corridor safety improvement project, your comment will be passed along to the project manager.

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

Thank you for your comment, this project is still in design and will support multimodal connections along the North Delaware.

MPMS ID: 115445 5th Street Corridor Safety Improvements

Related to Comment IDs: 589

Response By: PennDOT

Thank you for your comment. As part of PennDOT's safety project traffic signal equipment will be upgraded from pedestal signals to mast arm signals to improve visibility. The City of Philadelphia is investigating traffic calming measures, like speed humps, along 5th Street as part of a separate project.

Response By: City of Philadelphia

Thank you for your interest. This comment will be shared with the project manager.

MPMS ID: 118035 5th Street Improvements

Related to Comment IDs: 590

Response By: City of Philadelphia

Thank you for your interest. This comment will be shared with the project manager.

MPMS ID: 81219 25th St: Washington Ave to Passyunk Ave

Related to Comment IDs: 591

Response By: City of Philadelphia

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Thank you for your support.

MPMS ID: 17215 70th, 71st, 72nd Streets over Amtrak

Related to Comment IDs: 592

Response By: PennDOT

Thank you for the thoughtful comment regarding beautification and addition of bike facilities on our bridges.

Design for the Paschall Elmwood Bridge Project has not yet started but the City of Philadelphia will be reviewing various conceptual roadway layouts for the bridges. Additionally the City's project team will investigate means to increase multi-modal access across these bridges.

While a specific roadway layout has not been contemplated at this moment, please rest assured that public input will be considered in the design development process.

Response By: City of Philadelphia

Thank you for your comment.

MPMS ID: 110958 Castor Avenue Roundabout

Related to Comment IDs: 593

Response By: PennDOT

Thank you for your comment and your support of this project.

Response By: City of Philadelphia

Thank you for your comment.

MPMS ID: 115440 Washington Lane Corridor Safety Improvements

Related to Comment IDs: 595

Response By: PennDOT

Thank you for your comment.

Response By: City of Philadelphia

Thank you for your interest. Your comment will be shared with the project manager.

MPMS ID: 119480 Roosevelt Boulevard Study

Related to Comment IDs: 608

Response By: PennDOT

Our team is progressing the study for transit options (including the subway) to improve the Boulevard for all users. Thank you for your comment and your support for this project.

Response By: SEPTA

Thank you for your comment.

Response By: City of Philadelphia

Thank you for your comment. Transit analysis is currently underway. We encourage public engagement on the Route for Change project: <https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Roosevelt-Boulevard-Improvement-Projects.aspx>

MPMS ID: 112500 Citywide 3R 110

Related to Comment IDs: 609

Response By: City of Philadelphia

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Thank you for your question. This is something that the City intends on doing in the future. On Citywide 3R 110, 61st, Broad, and Race as well as portions of 2nd, 5th, 70th, Belfield, Byberry, Lansdowne, Rising Sun, and Woodland are all part of the High Injury Network and were evaluated for additional low-cost safety improvements as part of the design process.

MPMS ID: 111194 Castor Avenue Corridor Safety Improvements

Related to Comment IDs: 610

Response By: PennDOT

Thank you for your comment and your support of this project. The department is currently seeking additional public feedback on several of the proposed safety countermeasures.

Response By: City of Philadelphia

Thank you for your support.

SEPTA

MPMS ID: 77183 Transit and Regional Rail Station Program

Related to Comment IDs: 261

Response By: SEPTA

Thank you for input. Please note, SEPTA's FY 2025 Capital Budget and the FY 2025 PA TIP includes the Rail Transit Wayfinding & Signage project, the project includes directional signage, maps, exit, policy, and safety related signage, pylon structures and electrical signage, in addition to the standardization of sign frame locations and construction specifications, and substrate standards. The project also includes a new standard process and database for tracking sign locations, content, and conditions to simplify maintenance moving forward. In addition to physical wayfinding, the project also includes coordinated modernization efforts for SEPTA's website, mobile app, and data feeds

MPMS ID: 77183 Transit and Regional Rail Station Program

Related to Comment IDs: 444

Response By: SEPTA

Thank you for your comment. SEPTA has programmed funding to support these efforts in its FY 2025 Capital Program and the FY 2025 PA TIP under Stations, Loops, and Parking Improvements.

MPMS ID: 95402 Bridge Program

Related to Comment IDs: 605

Response By: SEPTA

Thank you for your support. Yes, maintaining bridges in a state of good repair is critical for safe, frequent, and reliable service.

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 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.

MPMS ID: 105291 The Circuit Line Item

Related to Comment IDs: 13

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Response By: DVRPC

Thank you for your comment. We appreciate you identifying the typo and will ensure it is corrected in the final draft.

The "Philadelphia-Lindbergh Blvd Sidepath" project (MPMS #105853), also known as Cobbs Creek Trail Segment D, is a breakout from the Circuit Line Item (MPMS #105291). This project is completed and no longer needs to be included in the description and will be removed.

"CRP-U" funding refers to Carbon Reduction Program - Urban. While CRP funding is available to a wide range of areas (urban, suburban, rural), CRP-U funding is a subset of the program specifically designated for urban areas with populations exceeding 200,000.

Also, thank you for suggesting that we add a note to the project descriptions involving Circuit Trails. We will work on updating those descriptions for the final draft to clarify those connections.

MPMS ID:

Related to Comment IDs: 18

Response By: DVRPC

Thank you for sharing your views on roadway system expansion projects in the Pennsylvania counties of Greater Philadelphia. In alignment with the regional Vision for an equitable, resilient, and sustainable Greater Philadelphia, DVRPC strives for a safe, multimodal transportation network that serves everyone. Roadway system expansion projects have a higher level of review because of the impacts such projects have on our environment and communities. Roadway expansion projects need to be consistent with the region's Congestion Management Process that identifies and limits where roadway widening is appropriate and requires consideration of other alternatives before widening. Acknowledging the impact of roadway widening projects and to ensure that there are sufficient funds to address preservation, multimodal, and other regional priorities; the DVRPC Connections 2050 Long-Range Plan limits expenditures on system expansion projects to no more than four percent of total roadway expenditures.

The Pennsylvania TIP makes concrete investments toward a more sustainable future, with considerable funding allocated to transit, walking, and biking infrastructure. In the Pennsylvania state sub-region, approximately 44 percent of total funding (set through the federal legislative process) goes toward maintaining and improving transit infrastructure. However, at least one-third of all households and jobs in the Greater Philadelphia region lack reasonable access to transit. Ensuring that people and goods can safely and reliably move around the region is critical for quality of life, health and well-being, and the economy.

For FHWA roadway funds allocated to the region, the priority is system preservation, which receives about 75 percent of total roadway funds anticipated through 2050. Roadway expansion projects that are included in the TIP primarily seek to correct past design flaws, remove bottlenecks, fill in missing links, and support economic development. Federal regulations require that alternatives to building new Single Occupancy Vehicle road capacity are explored first; where additional capacity is found to be appropriate and necessary, multimodal supplemental strategies to get the most long-term value from the investment must be included. Such strategies improve safety for pedestrians and bicyclists. The current TIP lists hundreds of projects eligible for federal funding, and nearly all of them contain bicycle and pedestrian components. Additionally, DVRPC has elected to cap its roadway expansion expenditures at four percent of total roadway funds in each state sub-region.

DVRPC remains committed to improving the multimodal nature of transportation within Greater Philadelphia, and to responding to climate change by both lowering carbon emissions and adapting to climate change. In alignment with our region's net zero greenhouse gas goal, DVRPC recommends a range of strategies, including increased land use density near transit, and updating zoning to support more mixed-use development to support more walkable and energy efficient communities; increasing access to safe pedestrian and bicycle infrastructure, electrifying vehicles and all other equipment currently powered by fossil fuels; and accelerating availability and the transition towards renewable energy.

We have shared your comments with the DVRPC Regional Technical Committee (RTC) and Board in advance of discussions at their July 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.

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MPMS ID:

Related to Comment IDs: 19, 20, 21, 22, 23, 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, 596, 613, 614, 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, 650, 651, 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, 699, 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, 737, 738, 739, 740, 741

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 Program (CRP), a new federal formula program created by the IIJA/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

Thank you for your comments. Without the support of partners like the Bicycle Coalition of Greater Philadelphia, DVRPC, our political representatives and others, our region would not have the outstanding Circuit trail network that we do. We look forward to seeing the network grow. Follow our progress in extending the Chester Valley Trail west through our webpage <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

Response By: Delaware County

Delaware County thanks you for supporting this project.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

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

Thank you for your support.

MPMS ID:

Related to Comment IDs: 106, 254, 611

Response By: SEPTA

Thank you for your comment. SEPTA is committed to making all stations ADA accessible. SEPTA's FY 2025 Capital Program and the FY 2025 PA TIP includes more than 45 transit and regional rail station ADA projects. Additionally, SEPTA has programmed \$150M for zero emission bus facility upgrades that will enable SEPTA to transition to a zero-emission fleet by 2040.

Response By: City of Philadelphia

Note to DVRPC: this comment should be directed to SEPTA.

MPMS ID:

Related to Comment IDs: 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 364, 415, 416, 417, 418, 419, 452, 453, 597, 598, 599, 600, 604, 606, 648

Response By: DVRPC

Thank you for your comment. This comment has been forwarded to the City of Philadelphia—please also see their response.

DVRPC understands your concerns regarding this potential project. As an agency, we do not have a specific position on the proposal but remain available to assist with fact-gathering and analysis as directed by our Board. There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

DVRPC develops its Unified Planning Work Program for each fiscal year in coordination with the member governments and agencies that make up our Board. Under our annual Work Program, we conduct and fund planning studies that are requested and then approved by our Board member governments, including the City of Philadelphia. We cannot undertake work unless it is requested by a Board member and ultimately approved by the entire Board.

Response By: City of Philadelphia

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

MPMS ID:

Related to Comment IDs: 365

Response By: DVRPC

Thank you for your comment. Staff have reviewed and added the changes to the List of Recommended Changes that will be presented to the RTC and Board at adoption.

MPMS ID:

Related to Comment IDs: 370

Response By: DVRPC

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

MPMS ID:

Related to Comment IDs: 420

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

Thank you for your comment urging the prioritization of safer design for vulnerable road users and a more comprehensive consideration of the Safe System Approach in project development. We appreciate that you noted there are exceptions where safety has been more significantly considered.

Safety is the goal of the Regional Vision Zero Plan and its partners, and requires changing the business-as-usual approach in order to shape all aspects of transportation planning to focus first on safety. DVRPC has had recent success with projects like Bicycle-Friendly Resurfacing (and its successor Complete Streets Evaluation) whereby we work with PennDOT to identify opportunities to add bike facilities and other CS improvements during annual repaving projects. This is important work initiated by PennDOT, and facilitated by DVRPC in coordination and collaboration with county and municipal partners.

DVRPC is a planning agency and does not implement projects, but we know that through our studies and collaboration our regional partners are perpetually more engaged on the topic and more conscious of the need to prioritize safety for vulnerable road users. DVRPC will continue to work with project sponsors and other partners to ensure that safety considerations are a focus for all projects. You too are our partner, and you bring an insightful perspective that inspires us and effects change that supports our pursuit of the Regional Vision Zero goal. Together we can make it happen.

Response By: PennDOT

Thank you for your feedback regarding the implementation of a Safe System Approach to traffic safety.

The department has embraced the Safe System Approach, recognizing its importance in creating safer roadways for all users, including vulnerable road users (VRUs) such as pedestrians and cyclists. An important factor in the Safer Roads component of this approach is considering the specific context of the roadway which includes the roadway's role within the larger transportation network. Balancing the need for mobility and safety is essential in determining roadway design.

Mobility plays a crucial role in the planning process. While safety is first and foremost priority on all projects, it is also essential to ensure that roadways can accommodate appropriate throughput without causing undue congestion. Excessive congestion can lead to unintended consequences, such as diverting motor vehicle traffic onto alternative roadways not designed to accommodate larger volumes of traffic, thereby creating new safety concerns. Achieving the appropriate balance between safety and mobility is indeed challenging but essential for an effective transportation system.

Regarding the DVRPC's Vision Zero Policy, the department is dedicated to aligning projects with the goal of eliminating traffic fatalities and serious injuries. While the FY 2025 TIP may have some projects that optimize traffic flow, the department also incorporates a safety review process as part of project delivery to reflect the principles of the Safe System Approach and Vision Zero.

MPMS ID:

Related to Comment IDs: 603, 735

Response By: Chester County

Thank you for your comment and support, Eric. If you are interested in following our progress in extending the Chester Valley trail west, this link will take you to a CVT project status page <https://www.chescoplanning.org/transportation/cvt-ProjectStatus.cfm#CVT-Oaklands>

MPMS ID:

Related to Comment IDs: 649

AGENCY RESPONSES TO COMMENTS

Monday, July 22, 2024

Response By: Delaware County

Thank you for providing your comment. We are always looking for ways to improve the bicycle network within Delaware County and are constantly looking for opportunities in creating a safe bicycling environment. We appreciate your support for encouraging bicycle infrastructure!

MPMS ID:

Related to Comment IDs: 736

Response By: DVRPC

Thank you for your comment. Many of the questions you include in your comment may be answered in a more detailed transportation/traffic impact statement, and we cannot answer them at this time. We have forwarded the questions to the City of Philadelphia and SEPTA.

There are no current or proposed transportation improvement projects on the Draft FY2025 TIP at this location.

Response By: SEPTA

Thank you for your comment. SEPTA is currently working closely with the City of Philadelphia and other stakeholders to evaluate any impacts to SEPTA's operations and system if the arena were to be constructed.

Response By: City of Philadelphia

Thank you for your submission. We appreciate your taking the time to share your questions and concerns.

MPMS ID:

Related to Comment IDs: 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779

Response By: DVRPC

Comment received after the June 24, 2024 5:00PM deadline. No response is required

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**PUBLIC COMMENTS RECEIVED AFTER
the MAY 23, 2024 (5:00 PM Local Time)
- JUNE 24, 2024 (5:00 PM Local Time)
PUBLIC COMMENT PERIOD**

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Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #743 – James Sontag

Jul 7, 2024

Jul 7, 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. James Sontag

500 Joseph St

West Norriton, PA 19403-3316

[email removed]

Comment #744 – Steven Greenberg

Jun 27, 2024

Dear members of the DVRPC Board, :

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



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Transportation Improvement Program (TIP)
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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,

Steven Greenberg

[email removed]

Comment #745 – Brandi Aulston

Jun 27, 2024

Dear members of the DVRPC Board, :

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

Brandi Aulston

[email removed]

Comment #746 —

Jun 27, 2024

To whom it may concern;

My name is Jasmine Rivera, I'm a homeowner, voter and parent in Philadelphia and I oppose the proposed 76 place arena. 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.

Thank you for your time.

Jasmine Rivera

Comment #747 — Mary Jones

Jun 26, 2024

Dear members of the DVRPC Board, :

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



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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,

Mary Jones

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #748 — Matthew Edmond

Jun 25, 2024

DVRPC Colleagues:

Attached is the MCPC's formal comment letter on the Draft FY 2025 TIP. We apologize for not submitting it electronically before yesterday's deadline. We hope you will accept it nonetheless, and we appreciate the opportunity to share our thoughts.

Sincerely,

Matthew Edmond

Assistant Director of Transportation & Long-Range Planning

(610) 278-3742

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Comment #749 — Jacob Unterreiner

Jun 25, 2024

Dear members of the DVRPC Board, :

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

Jacob Unterreiner

[email removed]

Comment #750 – Michael Wolf

Jun 25, 2024

Dear members of the DVRPC Board, :

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



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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,

Michael Wolf

[email removed]

Comment #751 – Virginia Lynn

Jun 25, 2024

Dear members of the DVRPC Board, :

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



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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,
Virginia Lynn
[email removed]

Comment #752 – 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# 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# 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,

Jacqueline Santiago

[email removed]

Comment #753 – 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



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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 & 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 #754 – 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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Pennsylvania
Transportation Improvement Program (TIP)
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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,

Daniel Faria

[email removed]

Comment #755 – 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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I'd like to provide the following comments on the Draft FY2025 TIP for



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Transportation Improvement Program (TIP)
DRAFT for Public Comment



Pennsylvania:

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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 #756 — 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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Pennsylvania
Transportation Improvement Program (TIP)
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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 #757 – 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,



Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Jaquan Collins

[email removed]

Comment #758 — Rose Paddison

Jun 24, 2024

Dear members of the DVRPC Board, :

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- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Rose Paddison

[email removed]



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Transportation Improvement Program (TIP)
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Comment #759 – Mary Spross

Jun 24, 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



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Transportation Improvement Program (TIP)
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Thank you,
Mary Spross
[email removed]

Comment #760 — Mark Wolgin

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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Trail to Joshua Rd

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

- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,

Mark Wolgin

[email removed]

Comment #761 – Kyle Conner

Jun 24, 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

Thank you,
Kyle Conner
[email removed]

Comment #762 – Donald Charles

Jun 24, 2024

Dear members of the DVRPC Board, :

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Transportation Improvement Program (TIP)
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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,

Donald Charles

[email removed]

Comment #763 – William Jackson

Jun 24, 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

- 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 Jackson
[email removed]

Comment #764 – 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:

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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,

Jean Burock

[email removed]

Comment #765 – 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.

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Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
State Rep. Pat Gallagher
[email removed]

Comment #766 – 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.

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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,

Lisa Serieyssol

[email removed]

Comment #767 – 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.

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Pennsylvania
Transportation Improvement Program (TIP)
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 - MPMS# 114172 | Dreshertown Rd CC Trl Ext
- Thank you,
Joann Kelly
[email removed]

Comment #768 – 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.

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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,
Thomson Weir
[email removed]

Comment #769 – Clay Sublett

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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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,

Clay Sublett

[email removed]

Comment #770 – Kimberlee Model

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.



Pennsylvania
Transportation Improvement Program (TIP)
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- MPMS# 117965 | Liberty Bell Trail P3, Lansdale Borough'
- MPMS# 114172 | Dreshertown Rd CC Trl Ext

Thank you,
Kimberlee Model
[email removed]

Comment #771 —

Jun 24, 2024

Hello,

I am hopeful funding shall be made available to extend the Chester Valley Trail westward to Downingtown and beyond.

I feel utilizing a the existing abandoned rail bed and bridges will be



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



advantageous.

In addition, a trail on the existing trestle bridge in Downingtown would bring tourists eager to ride such an iconic bridge and thus help support the local economy.

Boyd H. Peart

1355 Pennsridge Place

Downingtown, PA 19335

484 252 6741 (mobile)

[email removed]

Comment #772 – 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:

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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

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# 117965 | Liberty Bell Trail P3, Lansdale Borough

Sincerely,

Mr. Michael Merz

155 Larchwood Ct

Collegeville, PA 19426-2903

[email removed]

Comment #773 – 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.

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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
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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. Stephen Gibbons
231 Winthrop Ln
Wayne, PA 19087-2153
[email removed]

Comment #774 – 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.

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Pennsylvania
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 - 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 #775 – Tyler Levy

Jun 24, 2024

Jun 24, 2024

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

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

Sincerely,

Mr. Tyler Levy

1221 W Park Ave

Perkasie, PA 18944-1721

[email removed]

Comment #776 – Albert Mamary

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



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
- 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. Albert Mamary

517 Shortridge Dr

Wynnewood, PA 19096-1609

[email removed]



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #777 – Ferris Harmon

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



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Comment #779 – Mark Kocent

Jul 5, 2024

DVRPC:

The intersection of 34th Street and Greys Ferry Avenue continues to limit the development potential of the Lower Schuylkill Innovation District, Pennovation Works and the future growth of the PennMedicine/CHOP/VA Healthcare precinct. This vital gateway to University City and the Lower Schuylkill, currently operates at a level of service rated F. The ongoing CHOP utility work on University Ave and the PennDOT bridge replacement over the SRDC Trail are both nearing their final stages of completion this fall.

As planned life sciences development at Pennovation and the Bellwether district move forward, we ask that DVRPC assists in seeking solutions to this intersection and placing this critical traffic improvement project on the FY25 TIP. We welcome any advice on how to advance this important initiative.

Respectfully,

Mark Kocent

**Attachments sent after
the Public Comment
Period for the DVRPC
FY2025 Draft TIP for
Pennsylvania**



Pennsylvania
Transportation Improvement Program (TIP)
DRAFT for Public Comment



Sincerely,
Mr. Ferris Harmon
4 Fox Run Dr
Chadds Ford, PA 19317-9354
[email removed]

Comment #778 —

Jun 24, 2024

To Whom It May Concern,

Instead of repurposing the existing structure through activating the street level with community businesses and services that generate activity and revenue for the benefit of all and realizing the full potential of the heart of the city, the proposed 76 Place arena is threatening Chinatown, disrupting existing infrastructure and improvement projects, and worsening racial tensions dividing people, and the developers are trying to justify it all with biased impact studies from biased consultants. 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, reject 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 potentially 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/> not taken into account by the developers' biased studies and loss of a priceless cultural hub older than the Stadium District itself. 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.

Sincerely,
Joshua Hui

--

Joshua Hui
University of Pennsylvania
Graduate School of Education

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**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

JAMILA H. WINDER, CHAIR
NEIL K. MAKHIJA, VICE CHAIR
THOMAS DIBELLO, COMMISSIONER

WWW.MONTGOMERYCOUNTYPA.GOV



**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY • PO Box 311
NORRISTOWN, PA 19404-0311

610-278-3722
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

June 25, 2024

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

DVRPC:

Thank you for the opportunity to publicly comment on the Draft FY 2025 Transportation Improvement Program (TIP) for Pennsylvania. We appreciate the hard work that DVRPC staff, PennDOT, and our partner counties in southeastern Pennsylvania put into the preparation of this document.

First, we would like to thank DVRPC for its leadership and vision by programming \$120.7 million of the region's \$188 million allocation of Carbon Reduction Program monies to fund various Circuit Trail segments in all five counties. This is proof that the five counties, DVRPC, and PennDOT can work together to do big things that shape our region's transportation system for generations to come.

Second, we are requesting that DVRPC and its partners consider increasing the Transportation Community Development Initiative (TCDI) allocation (MPMS #117904) to \$2 million in order to better fund this important regional investment in planning. Currently funded in the Draft FY 2025 TIP at \$1.2 million, TCDI has been a perennial line item in the PA TIP for 25 years. In the FY 2005 through FY 2009 TIPs, the region allocated \$2 million for each program cycle. Starting with the FY 2011 TIP, the allocation was reduced to \$1.2 million – and it has remained at that level ever since. In an effort to stretch the money as much as possible, the program typically awards grants of only \$100,000 or less. This funding level – reduced over time first by choice and then by inflation – is no longer sufficient for hiring planning consultants to produce quality plans.

This is important because while many competitive grant programs in the region fund engineering and construction, TCDI is the only one that funds planning. Planning is the critical first step in the project development pipeline. The more our region funds planning work, the more potential projects are pursued and the more we build a regional culture that values planning. Increasing the TCDI allocation in MPMS #117904 back to \$2 million, coupled with potential changes to the maximum award amount, would allow our region to make larger awards and procure better plans.



Third, the MCPC is requesting that DVRPC and its partners consider doubling the annual allocation in the PA Transportation Demand Management Base Program (MPMS #117929) from \$800,000 to \$1.6 million each in FY 2025 and 2026. The funding level for this program, now called TripSmart PA, has remained consistently around \$1 million per year since the FY 2007 TIP. This money is allocated across eight organizations comprised of six transportation management associations (TMAs), SEPTA, and the Clean Air Council (CAC). Almost all of these organizations receive around \$100,000 or less each year, an allocation that does not go very far and has not kept up with nearly two decades of inflation. We feel that the regional TDM subcommittee has worked hard with these eight organizations over the last several years to improve their effectiveness and accountability, and therefore the time is right to provide them with more resources under MPMS #117929 to substantially increase their TDM outreach to our businesses and citizens.

Finally, the MCPC strongly encourages DVRPC and its partners to urge PennDOT Central Office to consider utilizing formula funds at the state level to invest in access to major transportation “big data” sets, including but not limited to origin/destination, volume, speed, and roadway user interactions. This could be done via the “Various” section of each MPO’s TIP throughout Pennsylvania as a way to spread the costs. Funding such an effort is extremely important to the work that DVRPC and our county planning commissions do, but the costs of obtaining subscriptions for such data from the companies that provide them is cost-prohibitive at the county (and sometimes regional) level. We have seen the benefits this data has had on our planning work. Travel information data such as the Vehicle Probe Project’s Data Analytics Suite, the NPMRDS national data package, and INRIX’s statewide origin and destination data for 2022 and 2023 have been used to improve the Congestion Management Process (CMP), undertake individualized congestion studies, and understand the flow of connected vehicles within and through the state. A data-driven approach to making major transportation decisions is paramount in an era of increasing data availability, and therefore PennDOT’s investment in this information to distribute to MPOs statewide is a wise use of transportation funding.

Once again, we are grateful for DVRPC’s hard work assembling this Draft FY 2025 TIP, and for the ability to comment on it before adoption.



Scott France, AICP
Executive Director





Public Comment Outreach Documentation

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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:**

Draft Amendment 3 to *Connections 2050* Long-Range Plan

And

Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28),

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents*:

- *Connections 2050 Long-Range Plan: Draft Amendment 3*
- *Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28)*

DVRPC will accept comments on the Draft FY2025 PA TIP and *Connections 2050 Long-Range Plan: Draft Amendment 3* documents from May 23, 2024, until June 24, 2024, at 5:00 PM local time.

After this public comment period, there will be a second, related public comment period for Draft Conformity Determination: *Connections 2050 Long-Range Plan* and *Draft FY2025 TIP for Pennsylvania*. Public comments on the Draft Conformity Determination draft documents will be accepted from June 4, 2024, until July 8, 2024, at 5:00 PM local time.

Electronic versions of the documents are available at:

- Draft Amendment 3 to *Connections 2050* Long-Range Plan is available at www.dvrpc.org/plan/.
- DVRPC Draft FY2024 TIP for Pennsylvania at <https://www.dvrpc.org/tip/>
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity

If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region, and upon request.

The *Connections 2050* Long-Range Plan contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. 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 various Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or projects will not negatively impact a region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. The meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held online, and one will be hybrid.

Online only meeting:

Monday, June 10, 2024, from 6:00 PM to 7:30 PM

Registration via:

<https://bit.ly/June10mtg> or by visiting DVRPC's events calendar at:

<https://www.dvrpc.org/calendar/>.

After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting:

Tuesday, June 11, 2024, from 6:00 PM to 7:30 PM

Registration for in-person and online attendees via:

<https://bit.ly/3yj9iAU> or by visiting DVRPC's events calendar at: <https://www.dvrpc.org/calendar/>.

DVRPC Conference room

190 N Independence Mall W

Philadelphia, PA 19139

Directions: <https://www.dvrpc.org/directions/>

Dinner will be served for in-person attendees; an online option will also be available to give public comment.

Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft PA TIP and Statewide STIP: www.dvrpc.org/TIP/Draft .

By Email:

- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 3 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org

By Mail:

- 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. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215.592.1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and Draft Amendment documents by 5:00 PM (local time) on June 24, 2024, at 5:00 PM local time and comments on the Draft Conformity Determination by July 8, 2024, at 5:00 PM local time. Comments received via mail must be postmarked by June 24, 2024, for PA TIP and LRP and July 8, 2024, for Conformity. Responses will not be provided unless comments are submitted in writing during the public comment period.

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.

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/Business/.



NOTICE OF PUBLIC HEARINGS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY FISCAL YEAR 2025 OPERATING & CAPITAL BUDGET

Pursuant to Pennsylvania Title 74 Pa. C.S.A. Transportation Section 1751 - Fiscal Provisions, the Southeastern Pennsylvania Transportation Authority ("SEPTA") is required to adopt an Operating and Capital Budget prior to the beginning of the ensuing fiscal year, which begins July 1st.

The schedule of Fiscal Year 2025 Budget Public Hearings is as follows:

Operating Budget: May 20, 2024 – 11:00 AM & 5:00 PM

Operating Budget: May 21, 2024 – 10:00 AM & 4:00 PM

Capital Budget: May 22, 2024 – 10:00 AM & 4:00 PM

The Public Hearings can be attended in-person in the Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, PA 19107, or virtually utilizing WebEx. Additional information on how individuals can register to attend via WebEx will be posted on approximately April 26, 2024 at the Authority's website: www.septa.org/notice.

At the hearings, SEPTA will present the proposed Fiscal Year 2025 Operating Budget and Fiscal Years 2026-2030 Financial Projections, and the Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program. The proposed budgets will be published on or about April 16, 2024 and will be accessible from the SEPTA website: <https://planning.septa.org/reports/>. SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the budgets at the public hearings. People wishing to attend and speak at the morning and afternoon sessions in-person or via WebEx must register by the start time on the day of each public hearing. SEPTA representatives will be available at each hearing to listen to public comments and testimony. A sign language interpreter will be present during the public hearings. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind at its website: www.asb.org

Public Participation Details:

- Individuals wishing to attend a public hearing virtually via WebEx must register at <http://septa.org/notice> before the date and time the public hearing is to be held (see schedule above). Details and instructions on how to register via WebEx will be posted to the above SEPTA website on approximately April 26, 2024.
- Individuals wishing to attend in-person should arrive at the SEPTA Board Room by 11:00AM and 5:00PM respectively on May 20, 2024 and by 10:00AM and 4:00PM respectively on May 21, 2024 for the Operating Budget, and by 10:00AM and 4:00PM respectively on May 22, 2024 for the Capital Budget.
- Persons desiring to provide oral comments or testimony about the Capital Budget may call 215-580-7771, and about the Operating Budget may call 215-580-7772 to submit comments or testimony via voicemail message.
- Individuals may submit comments via email on the Operating Budget to operatingbudget@septa.org and on the Capital Budget to capbudget@septa.org.
- Persons wishing to file written comments may mail them to the Senior Director, Budgets & Transformation, Southeastern Pennsylvania Transportation Authority, 1234 Market St., 9th Floor, Philadelphia, PA 19107.

All comments and testimony received will become part of the public record and will be forwarded to the Hearing Examiner. To be included in the official public record, comments must be received by Friday May 31, 2024 at 5:00 PM.

Dated: May 23, 2024

Sent via email from public_affairs@dvrpc.org

RE: DVRPC releasing three documents for public comment

To the Federally Recognized Tribes in Lenapehoking territory, referred to as the Greater Philadelphia region by settler-colonial peoples:

With respect to the special status of Federally Recognized Tribes, the purpose of this letter is to provide notice of two 30-Day Public Comment Periods for several draft documents per the Federal Highway Administration's regulations, 23 CFR §450.316. DVRPC is opening two overlapping public comment periods for three documents; the first opens on May 23 and closes June 24 at 5:00 PM local time, and the second opens on June 4 and closes July 8 at 5:00 PM local time. DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks.

With this letter, the Delaware Valley Regional Planning Commission (DVRPC) formally invites your Tribe or Nation to contribute comments to the following documents:

- *Connections 2050 Long-Range Plan: Draft Amendment 3*
- *Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28),*
- *Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania.*

Electronic versions of the documents are available at:

- DVRPC Draft FY2024 TIP for Pennsylvania at <https://www.dvrpc.org/tip/>.
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity
- Draft Amendment to Connections 2050 Plan is available at www.dvrpc.org/plan/.

Additionally, DVRPC will host two public meetings – one online and the other hybrid. The hybrid meeting will have an option to attend online or in-person. You are invited to attend.

Online meeting on Monday, June 10, 2024 at 6:00 PM to 7:30 PM

Registration via:

https://dvrpc.zoom.us/webinar/register/WN_b815VljZRegjdllKJF_gEw#/registration or by visiting DVRPC's events calendar at: <https://www.dvrpc.org/calendar/>.

After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting on Monday, June 11, 2024 at 6:00 PM to 7:30 PM

Registration for in-person and online attendees via:

https://dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA or by visiting DVRPC's events calendar at: <https://www.dvrpc.org/calendar/>.

DVRPC Conference room

190 N Independence Mall W

Philadelphia, PA 19139

Directions: <https://www.dvrpc.org/directions/>

Dinner will be served for in-person attendees; an online option will also be available to give public comment.

Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

The TIP includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. For this public comment period, we are accepting comments on the Pennsylvania 2025-2028 TIP. When transportation projects advance past the planning phase of project development, you will be consulted during Section 106 of the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation processes consistent with New Jersey Department of Transportation (NJDOT), Pennsylvania Department of Transportation (PennDOT), and the Federal Highway Administration (FHWA) policies. This project-specific outreach during Section 106 and NEPA consultation will occur regardless of your participation in this current Public Comment Period.

The Amendment to Connections 2050, the region's Long-Range Plan, accounts for significant changes to the cost, scope, or funding status for thirteen different Major Regional Projects. The *Connections 2050* Long-Range Plan details the long-term vision for Greater Philadelphia and 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.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or project will not negatively impact a region's ability to meet or maintain federal air quality standards. The Conformity Determination is required due to amendments to the Long-Range Plan and several regionally significant projects in the TIP for Pennsylvania.

Hard copies of these documents can be sent upon request. If you would like to make a comment, please contact me at sakins@dvrpc.org or 215.592.1800. We also accept comments by mail, sent to the attention of the Office of Communications and Engagement. I will coordinate with our federal and state partners and the appropriate staff to address your comments.

All comments and questions submitted during the public comment period will be taken into consideration. A full summary of the process, comments and responses will be made available in September or October of 2024.

If you have any questions, concerns, or suggestions about notification to the Tribes and Nations or the public commenting process, please contact me at sakins@dvrpc.org.

Sincerely,

Shoshana Akins, MPH
Manager of Public Participation Planning
Delaware Valley Regional Planning Commission
sakins@dvrpc.org
Sent via email

Enclosures

CC:

DVRPC: Jesse Buerk, Jackie Davis, Sean Greene, Alison Hastings, Ariella Maron, Rick Murphy, Elise Turner;

NJDOT: Eric Powers, Lauralee Rappleye;

FHWA-NJ: Sutapa Bandyopadhyay, Jason Simmons;

PennDOT: David Alas, Kristin Mulkerin; and

FHWA-PA: Gene Porochniak, FHWA-PA, Ronnique Bishop, Benjamin Harvey



Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: bkillscrow@delawaretribe.org, sbachor@delawaretribe.org

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Chief Brad Killscrow and Historic Preservation Representative Susan Bachor of Delaware Tribe of Indians,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | Manager, Public Participation Planning | *She/Her*

Delaware Valley Regional Planning Commission

[190 N Independence Mall West, 8th Floor](#)

[Philadelphia, PA 19106-1520](#)

[215.238.2817](tel:215.238.2817) | sakins@dvrpc.org



2024-5-23-DVRPCTribalGovernmentLetter.pdf

158K



Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: ec@delawarenation.com, klucas@delawarenation-nsn.gov, epaden@delawarenation-nsn.gov

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)"

<jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov,

ronnique.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy

<rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis

<jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal President Deborah Dotson, Historic Preservation Assistant Katelyn Lucas, and Tribal Historic Preservation Specialist Erin Thompson-Paden of the Delaware Nation, Oklahoma,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | Manager, Public Participation Planning | *She/Her*

Delaware Valley Regional Planning Commission

[190 N Independence Mall West, 8th Floor](#)

[Philadelphia, PA 19106-1520](#)

[215.238.2817](tel:215.238.2817) | sakins@dvrpc.org



2024-5-23-DVRPCTribalGovernmentLetter.pdf

158K



Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: Governor@astribe.com, 106NAGPRA@astribe.com

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Gov John R. Johnson and Tribal Historic Preservation Officer Devon Frazier of Absentee-Shawnee Tribe of Indians of Oklahoma,

By way of this email, please find this notification of two public comment periods regarding DVRPC's Connections 2050 Long-Range Plan: Draft Amendment 3, Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28), and Draft Conformity Determination: Amendments to the Connections 2050 Long-Range Plan: Draft Amendment 3 and Draft FY2025 TIP for Pennsylvania. Attached is the notification letter.

If you have any questions, please let me know. If you would like to make comments on the draft documents, please reach out to me and let me know which documents. I can then connect you with the appropriate staff.

Best regards,

Shoshana Akins, MPH | Manager, Public Participation Planning | *She/Her*

Delaware Valley Regional Planning Commission

[190 N Independence Mall West, 8th Floor](#)

[Philadelphia, PA 19106-1520](#)

[215.238.2817](tel:215.238.2817) | sakins@dvrpc.org



2024-5-23-DVRPCTribalGovernmentLetter.pdf

158K



Richard Murphy <rmurphy@dvrpc.org>

DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: debra.hansen@pamunkey.org

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal Administrator Debra K Hansen of the Pamunkey Indian Tribe,

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DVRPC - Request for comment on PA TIP, LRP, and Conformity

DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: cassie@shawnee-tribe.com, tonya@shawnee-tribe.com, benbarnes@gmail.com

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal Administrator Cassie Harper, Tribal Historic Preservation Officer Tonya Tipton, and Chief Ben Barnes of the Shawnee Tribe,

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DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: shannon.holsey@mohican-nsn.gov, thpo@mohican-nsn.gov

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Tribal President Shannon Holsey and Tribal Historic Preservation Officer Jeffrey Bendremer of the Stockbridge-Munsee Community, Wisconsin,

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DVRPC Office of Communications & Engagement <public_affairs@dvrpc.org>

Thu, May 23, 2024 at 4:45 PM

To: gjwallace@estoo.net

Cc: sutapa.bandyopadhyay@dot.gov, jason.simmons@dot.gov, lashifflet@pa.gov, "Crobak, Jennifer (FHWA)" <jennifer.crobak@dot.gov>, "Porochniak, Gene (FHWA)" <Eugene.Porochniak@dot.gov>, dalas@pa.gov, ronnieque.bishop@dot.gov, eric.powers@dot.nj.gov, Jesse Buerk <jbuerk@dvrpc.org>, Richard Murphy <rmurphy@dvrpc.org>, Alison Hastings <ahastings@dvrpc.org>, Sean Greene <sgreene@dvrpc.org>, Jackie Davis <jdavis@dvrpc.org>, Elise Turner <eturner@dvrpc.org>

Dear Chief Glenna Wallace of the Eastern Shawnee Tribe of Oklahoma,

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158K

The Philadelphia Inquirer

100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

Affidavit of Publication

On Behalf of:

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. Independence Mall West
8th Floor
PHILADELPHIA, PA 19106

STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA:

Before the undersigned authority personally appeared the undersigned who, on oath represented a and say: that I am an employee of The Philadelphia Inquirer, LLC, and am authorized to make this affidavit of publication, and being duly sworn, I depose and say:


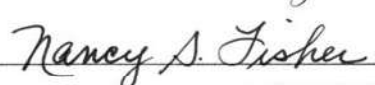
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2. The Philadelphia Inquirer is a newspaper that which was established in in the year 1829, since which date said daily newspaper has been continuously published and distributed daily in the City of Philadelphia, count and state aforesaid.
3. The printed notice or publication attached hereto set forth on attached hereto was published in all regular print editions of The Philadelphia Inquirer on

Legal Notices

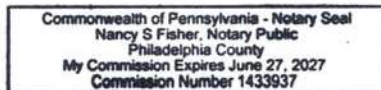
as published in Inquirer Legals in the issue(s) of:

5/23/2024

4. Under oath, I state that the following is true and correct, and that neither I nor The Philadelphia Inquirer, LLC have any interest in the subject matter of the aforesaid notice or advertisement.



Nancy S. Fisher
Notary Public

My Commission Expires:



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COPY OF ADVERTISEMENT

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:
Draft Amendment 3 to Connections 2050 Long-Range Plan
And
Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28),
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- DVRPC Draft FY2024 TIP for Pennsylvania at <https://www.dvrpc.org/tip/>.
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity
If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region, and upon request.
The Connections 2050 Long-Range Plan contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. 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 various Major Regional Projects.
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DVRPC is hosting two public meetings on these draft documents. The meetings will also include a presentation on the Draft Transportation Conformity Determination, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held online, and one will be hybrid.
Online only meeting:
Monday, June 10, 2024, from 6:00 PM to 7:30 PM
Registration via <https://bit.ly/2y3j8IAU> or by visiting DVRPC's events calendar at: <https://www.dvrpc.org/calendar/>.
After registering, you will receive a confirmation email containing information about joining the webinar.
Hybrid meeting:
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DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19106
Directions: <https://www.dvrpc.org/directions/>
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.
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- Draft PA TIP and Statewide STIP: www.dvrpc.org/TIP/Draft.
By Email:
- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 3 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org
By Mail:
Public Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106-1520
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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 Akina 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 Akina 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 Akina 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.
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STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

Eugene Clett, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 23, 24

AD 2024

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

COPY OF NOTICE OF PUBLICATION

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:

Draft Amendment 3 to Connections 2050 Long-Range Plan
And
Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania
(FY25-TIP25)

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- Conformity Comments: atconformity@dvrpc.org

By Mail:

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

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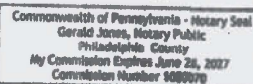
Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akina as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/discrimination/, call (215) 582-1800, or email public_affairs@dvrpc.org.

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Eugene Clett

Sworn to and subscribed before me

this 24 day of May 2024



STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of
advertising attached hereto on the above dates

\$
PUBLISHERS RECEIPT FOR ADVERTISING COST
The Philadelphia Tribune Co., Inc.

Receipt of the aforesaid advertising and advertising costs, and

The Philadelphia Tribune Co.,
Fax: 215 735-3612

PUBLICATION TITLE

**DVRPC FY2025 Transportation Improvement Program (TIP) for
Pennsylvania (FY25-FY28) Administrative Version - Appendices**

PUBLICATION NUMBER

25003

DATE PUBLISHED

September 2024

GEOGRAPHIC AREA COVERED

Southeastern Pennsylvania
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

KEY WORDS

Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Investment Program, Bridge Off System, Bridges, BRIP, CMAQ, CMP, Conformity, Congestion Management Process, Congestion Mitigation and Air Quality, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, IJJA, Indicators of Potential Disadvantage, Infrastructure Investment and Jobs Act, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STBGP, STP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

ABSTRACT

This volume contains the following appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's and PART's Financial Capacity Analyses and SEPTA's TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Executive Summary of the Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping Appendix, (G) Title VI Policy Statement and Complaint Procedures, (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FY2025 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.



STAFF CONTACT

Richard Murphy, Jr.

Manager, Office of TIP Development and Maintenance
rmurphy@dvrpc.org | 215.238.2946
190 N Independence Mall West, 8th Floor
Philadelphia PA 19106-1520
215.592.1800 | www.dvrpc.org

STAFF PROJECT TEAM

Alison M. Hastings PP, AICP Associate Director, Communications and Engagement
Alyson Dressman Capital Project Planner
Angela Rio Graphic Design and Print Specialist
Brad Lane AICP Principal Transportation Engineer
Elizabeth He Manager, Office of Software Development and Data Operations
Elise Turner Manager, Office of Communications and Engagement
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Glenn T. McNichol Principal GIS Analyst
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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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List of Recommended Changes

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**Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the July 25, 2024 DVRPC Board 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
Philadelphia	115435	63rd Street Corridor Safety Improvements	Shift \$9.3M State 581 of CON funding in FY32 from MPMS #115435 - 63rd Street Corridor Safety Improvements to the breakout project, MPMS #115435 - Cobbs Creek Parkway: Market - Woodland	To fully fund MPMS #120762, which is a breakout of this project.
Philadelphia	120762	Cobbs Creek Parkway: Market - Woodland	Shift \$9.3M State 581 of CON funding in FY32 from MPMS #115435 - 63rd Street Corridor Safety Improvements to the breakout project, MPMS #115435 - Cobbs Creek Parkway: Market - Woodland	This is a breakout of MPMS #115435.
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

**Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
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				retaining wall modifications.
Philadelphia	119896	Reconnecting Our Chinatown (Chinatown Stitch)	Add \$8,397,000 Reconnecting Communities Program (RCP) for PE in FY25, \$12,476,000 RCP in FY25 for FD, and \$138,037,000 (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
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.
Philadelphia	81729	Navy Yard Lift Bridge Rehabilitation	Add new earmark and private funded project by programming a \$2M (\$1.666M SXF/\$344,000 Private) PE phase in FY25 and \$17.735M Private CON phase in FY27.	This project is being funded with an earmark and PAID private funds
Bucks	81721	Bike Education/Safety Assemblies and Programs	Add \$102,029 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.
Montgomery	81168	Arch Street Greenway Project	Add \$1,500,000 (\$1,000,000 TAP/\$500,000 State 581) for new StatewideTASA selected project.	New Statewide TASA selected project.
Montgomery	81677	Upper Dublin Sidewalk to School Program	Add \$1,139,179 State 581 for new Statewide TASA selected project.	New Statewide TASA selected project.

**Recommended Changes to the Draft DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the July 25, 2024 DVRPC Board Meeting**

Montgomery	81725	My School in Motion – 2024 -2026	Add \$399,700 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81305	Belmont Trail Reconstruction	Add \$1,255,500 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81307	Cobbs B2 Trail Construction	Add \$1,500,000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81308	Logan Elementary Slow Zone	Add \$1,500,000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81309	Frankford Creek Phase 3 Trail	Add \$1,500,000 TAP for new Statewide TASA selected project.	New Statewide TASA selected project.
Philadelphia	81726	Safe Routes Philly-Special Education Modules	Add \$300,000 State 581 for Statewide TASA selected project.	New Statewide TASA selected project.
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 25, 2024 DVRPC Board 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.



Highlights of the Draft TIP

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PUBLIC COMMENT PERIOD:

May 23, 2024 - June 24, 2024

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TIP Public Comments

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190 N Independence Mall West, 8th Fl

Philadelphia, PA 19106-1520



Highlights of the Draft FY2025 Transportation Improvement Program (TIP) for Pennsylvania

Fiscal Years 2025-2028

Commonwealth of Pennsylvania

Bucks County, Chester County, Delaware County,
Montgomery County, City of Philadelphia, City of Chester





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.

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CHAPTER 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25–FY28). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the Draft FY2025 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the federal FYs from 2025 to 2028 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 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 close to \$2.03 billion per year. Programmed funds include \$2.6 billion for multimodal projects primarily addressing the non-Interstate Highway System and over \$1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of more than \$3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation’s Bureau of Public Transit (PennDOT BPT) that totals over \$4.2 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by FHWA and FTA. FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as “FHWA-funded” and will refer to transit projects as “FTA-funded.” While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either “highway” or “transit” by PennDOT. To remain consistent with guidance from PennDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to “Highway” and “Transit” projects.

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-PA region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the IIJA/BIL. The projects cover all modes of transportation; in addition to highway, roadway improvement, and transit projects, the TIP also includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand

expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in the main TIP document (Publication #25002A).

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in the main TIP document (Publication #25002A).

The TIP is authorization to seek funding. A project’s presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project’s overall cost.

What Is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from PennDOT, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, and representatives of DVRPC city and county member governments. For the Draft DVRPC FY2025 TIP, the process commenced during the late summer of 2023 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3 of the main TIP document [Publication #25002A]). The review of costs and schedules of FY2025 TIP projects commenced in the fall of 2023, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. Based on reasonable, anticipated revenue projections for the next 12 years (FY25–FY36), Plan-TIP Project Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice (EJ) and Equity analyses of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee, the TIP development process resulted in a constrained, preliminary draft program (“preliminary Draft TIP”) by April 2024. At the beginning of April 2024, the Subcommittee arrived at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity (see page 91 of the main TIP document [Publication #25002A] for further explanation of the conformity process). DVRPC has opened a 30+-day public comment period, in

which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2024. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FY2025 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2024, and will replace the DVRPC FY2023 TIP and PennDOT FY2023 STIP.

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CHAPTER 2:

Program Summaries

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the 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, PART, and PennDOT's BPT that totals \$4.2 billion. Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania statewide IMP funding for the DVRPC region. Table 2 and Table 3 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 4 shows the grand total of the FHWA-funded and FTA-funded program.

Table 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	100,130	117,534	85,544	106,120	409,328
Chester County	141,787	91,224	92,153	127,175	452,339
Delaware County	64,180	90,594	74,354	62,368	291,496
Montgomery County	131,688	72,779	63,787	50,742	318,996
Philadelphia County	237,343	207,253	163,146	151,920	759,662
Various Counties	112,875	109,387	93,740	104,322	420,324
Regional Highway Program Subtotal Cost	788,003	688,771	572,724	602,647	2,652,145
Interstate—Delaware County	7,423	500	24,000	59,000	90,923
Interstate—Montgomery County	35,500	27,500	36,000	60,000	159,000
Interstate—Philadelphia County	232,679	250,672	264,542	272,650	1,020,543
Interstate Program Subtotal Cost	275,602	278,672	324,542	391,650	1,270,466
Regional Highway and Interstate Program Subtotal Cost	1,063,605	967,443	897,266	994,297	3,922,611
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	10,000	0	0	0	10,000
PART	3,603	3,496	3,172	3,404	13,675
SEPTA	1,114,454	1,133,634	970,998	993,094	4,212,180
Transit Program Subtotal Cost	1,128,057	1,137,130	974,170	996,498	4,235,855
Grand Total Cost of TIP	2,191,662	2,104,573	1,871,436	1,990,795	8,158,466

Source: DVRPC, 2024

Table 2: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25– FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2036	Total LFYs 2029–2036
Highway Program								
Bridge State	43,261	43,517	42,820	42,884	172,482	170,237	170,222	340,459
Bridge State IMP	21,281	14,000	500	0	35,781	0	0	0
Highway State	53,799	59,086	66,545	73,825	253,255	295,292	295,278	590,570
Hwy State IMP	18,453	10,540	7,540	5,440	41,973	14,240	0	14,240
Bridge Off	19,059	19,059	19,059	19,059	76,236	76,236	76,236	152,472
BRIP	44,294	44,294	44,294	44,294	177,176	177,176	177,176	354,352
BRIP-Interstate	32,733	42,903	12,000	32,190	119,826	4,185	10,000	14,185
CAQ	41,992	43,037	43,037	43,037	171,103	172,148	172,148	344,296
CRP	2,573	2,668	2,668	2,668	10,577	10,672	10,672	21,344
CRPU	10,790	11,006	11,006	11,006	43,808	44,024	44,024	88,048
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	22,967	23,862	23,862	23,862	94,553	95,448	95,448	190,896
LOC	94,402	21,975	16,692	15,137	148,206	27,453	6,302	33,755
MEGA	0	26,000	26,000	26,000	78,000	0	0	0
NFP-Interstate	0	0	60,360	60,360	120,720	120,720	0	120,720
NHPP	107,329	103,378	89,755	81,100	381,562	324,400	324,400	648,800
NHPP IMP	203,135	211,229	244,142	293,660	952,166	1,084,176	238,900	1,323,076
Other	500	0	0	0	500	0	0	0
Private	25,000	0	0	0	25,000	0	0	0
RAISE	0	50,000	0	0	50,000	0	0	0
RRX	1,037	600	0	0	1,637	1,489	325	1,814
sCRP	3,305	0	0	0	3,305	0	0	0
sHSIP	17,016	8,453	1,202	0	26,671	0	0	0
sHVRU	5,000	3,000	7,000	0	15,000	0	0	0
SPK-NHPP	36,000	20,000	10,000	30,000	96,000	90,000	0	90,000
SPK-STP	26,008	4,223	0	0	30,231	0	0	0
STP	28,888	29,735	29,725	29,716	118,064	118,864	118,864	237,728
STU	88,109	92,514	92,514	92,514	365,651	373,484	374,056	747,540
SXF	7,731	3,519	0	0	11,250	0	0	0
TAP	1,000	0	0	0	1,000	600	0	600
TAU	8,583	8,762	8,762	8,762	34,689	35,048	35,048	70,096
TPK	82,277	53,000	20,700	41,700	197,677	0	0	0
Highway Subtotal	1,063,605	967,443	897,266	994,297	3,922,611	3,304,224	2,217,431	5,521,655

Source: DVRPC, 2024

Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/Other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

Table 3: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2038	Total LFYs 2029–2036
Transit Program								
1513	1,952	2,021	2,073	2,185	8,231	0	0	0
1514	404,496	412,373	421,394	442,420	1,680,683	1,906,448	2,145,724	4,052,172
1516	2,000	0	0	0	8,000	0	0	0
5307	147,131	150,667	154,765	159,492	612,055	682,626	768,302	1,450,928
5337	198,106	202,604	208,682	214,943	824,335	926,218	1,042,465	1,968,683
5337 (PennDOT)	8,000	0	0	0	8,000	0	0	0
5339	8,802	9,027	9,268	9,577	36,704	41,268	46,447	87,715
5339 (c)	50,000	47,720			97,720			
ASAP	44,000	0	0	0	44,000	0	0	0
DISFUND	0	150,000	150,000	150,000	450,000	200,000	200,000	400,000
LOC	16,689	17,041	17,442	17,881	69,053	76,359	85,484	161,843
Other	100,000	0	0	0	100,000	870,000	710,000	1,580,000
PTAF 44	11,724	11,727	10,516	0	33,967	0	0	0
RVR	134,757	133,950	0	0	268,707	0	0	0
Transit Subtotal	1,128,057	1,137,130	974,170	996,498	4,235,855	4,702,919	4,998,422	9,701,341

Source: DVRPC, 2024

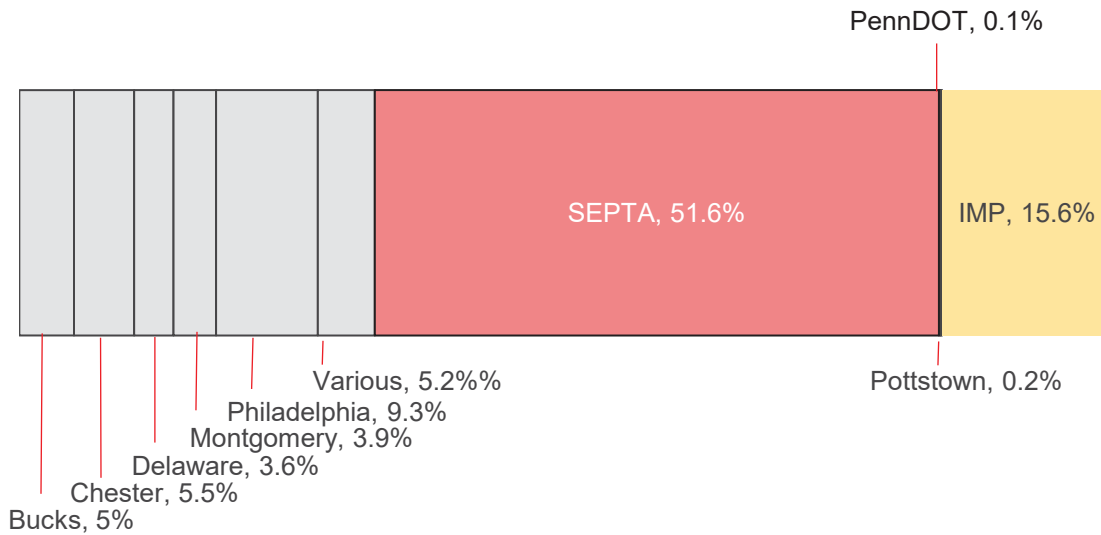
Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

Table 4: Grand Total Highway and Transit Program

Program	FY2025	FY2026	FY2027	FY2028	4-Year Total (FY2025–2028)	2 nd 4 Years LFY 2029–2032	3 rd 4 Years LFY 2033–2036	Total LFYs 2029–2036
Grand Total: Highway and Transit Program								
Highway	1,063,605	967,443	897,266	994,297	3,922,611	3,304,224	2,217,431	5,521,655
Transit	1,128,057	1,137,130	974,170	996,498	4,435,855	4,702,919	4,998,422	9,701,341
DVRPC Total	2,191,662	2,104,573	1,871,436	1,990,777	8,158,466	8,007,143	7,215,853	15,222,996

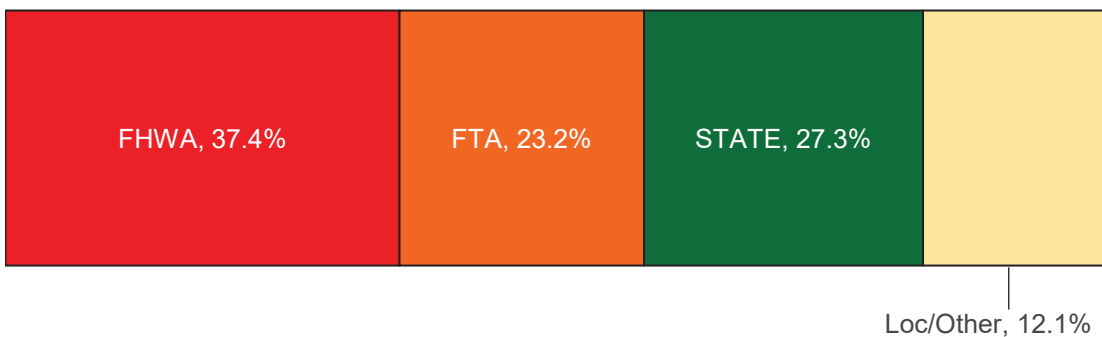
Source: DVRPC, 2024

Figure 1: FY25-FY28 Cost Summary by County and Transit Operator in Pennsylvania (\$000)



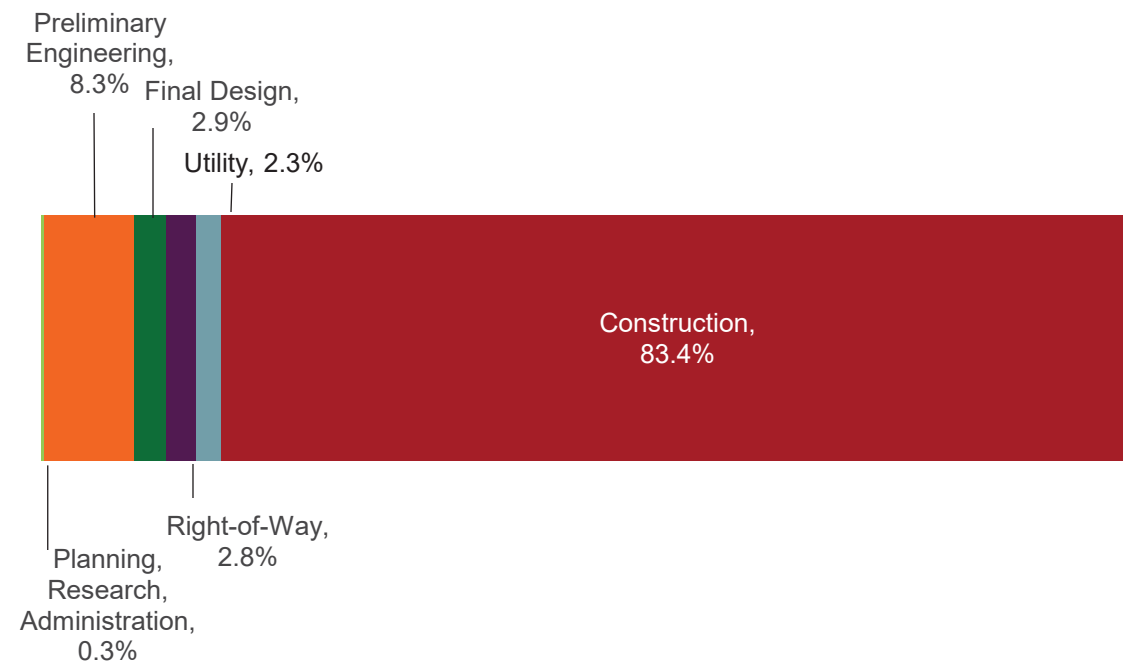
Source: DVRPC, 2024

Figure 2: FY25-FY28 Cost Summary by Funding Source in Pennsylvania (\$000)



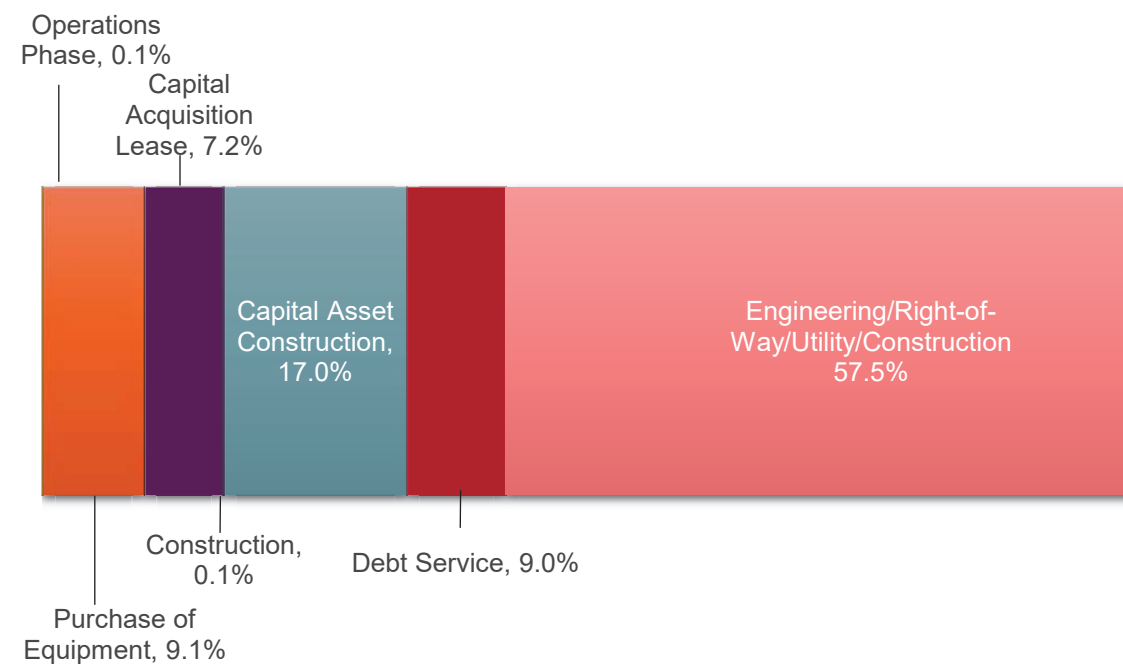
Source: DVRPC, 2024

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase



Source: DVRPC, 2024

Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase



Source: DVRPC, 2024

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation and was signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorized the nation's surface transportation and drinking water and wastewater legislation, including an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others. Approximately half of this amount is allocated to the U.S. Department of Transportation over FY22–FY26. The bill focused on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of *Connections 2050*, the Long-Range Plan for the DVRPC region. The IIJA/BIL also expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

Formula Funds

The IIJA/BIL included a five-year, \$351 billion authorization of highway and bridge programs nationally, with transit programs receiving \$91 billion nationally. It also included \$110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another \$118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Several new Highway Trust Fund formula programs were created, including:

- A new program for bridges (BOF) where 15 percent of the funds are reserved for bridges not on the federal-aid system. Locally owned bridges that are not on the federal-aid system are eligible for a 100 percent federal share.
- A program for electric vehicle charging (NEVI), where the infrastructure must be open to the general public or used by commercial operators from more than one company. The funds for this program must be used along a designated alternative fuel corridor.
- The Carbon Reduction Program (CRP), which provides funds to projects that are designed to reduce carbon emissions from transportation, specifically on-road highway sources. Eligible projects include improvements to public transportation and pedestrian and bicycle access, efforts to reduce the environmental and community impacts of freight movement, and support for the deployment of alternative fuel vehicles.
- The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program helps fund projects that improve resilience of infrastructure, plan transportation improvements, and address emergency response strategies to overcome vulnerabilities such as sea level rise and storm surge. PROTECT funds can be used for coastal infrastructure, accessible evacuation routes and pathways to critical infrastructure such as hospitals, and to protect surface level transportation.

The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2025 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety. The DVRPC region is set to receive more HSIP funding than in past TIPs, with the annual funding amounts increasing to:

- \$22.967 million in FY2025
- \$23.862 million per year in FY2026–FY2028

Discretionary Funds

The IIJA/BIL also continued several discretionary grant programs and created a number of new ones. The Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects was increased from \$900 million to \$1 billion per year. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was increased to allocate \$7.5 billion over FY22 to FY26. Additionally, several new programs were created:

- The Bridge Investment Program had \$600 million allocated in FY2022, increasing to \$700 million in FY26.
- The Congestion Relief Program was allocated \$50 million per year.
- Charging and Fueling Infrastructure Grants started at \$300 million in FY2022 and will increase to \$700 million in FY2026.
- The Rural Surface Transportation Grant Program started at \$300 million in FY2022 and will increase to \$500 million in FY2026.
- PROTECT Grants started at \$250 million in FY2022 and will increase to \$300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program was allocated \$5 billion between FY22 and FY26.

IIJA/BIL Impact on Pennsylvania Funding

Over the life of the IIJA/BIL, Pennsylvania's share of highway and bridge funding is anticipated to be approximately \$13 billion, a total increase in highway and bridge funding of around \$4 billion over the five years of the legislation. This includes the new Bridge Investment Program formula funding, which provided approximately \$327 million per year and totals \$1.6 billion over the five-year period of the IIJA/BIL. It is noted that in order for Pennsylvania to fully realize the financial benefit of the \$4 billion in additional federal highway and bridge funding, the state needs to raise approximately \$1 billion in matching funds. On an average annual basis, this is about 40 percent more than the state's federal-aid highway formula funding under the FAST Act's continuing resolutions. However, state funds for bridges and highways are \$754 million higher over the first four years of the TIP and reflect additional revenues expected due to a reduction in Motor License Funds budgeted to the Pennsylvania State Police.

Based on formula funding alone, Pennsylvania would expect to receive about \$3.2 billion over five years under the IIJA/BIL to improve public transportation options across the state. In the first year (FY2022), this represented about a 41 percent increase over 2021 FAST Act formula transit funding levels.

Regional Impact of the IIJA

Funding for the DVRPC Regional FHWA-funded Program and FTA-funded Program in the Draft FY2025 TIP is the highest it has been in recent memory. The increase is primarily due to the passage of the IIJA/BIL. A total of \$3.9 billion in highway and bridge funding is available to the region over the four years of the Draft FY2025 TIP. In comparison to Financial Guidance for the FY2023 TIP, the FY2025 TIP has:

- A \$347 million (9 percent) increase in highway and bridge funding.
- A \$297 million (4 percent) increase in funding for bridge improvement projects.

- A more than \$136 million increase in funding for safety projects.
- A \$6 million (5.8 percent) increase for bicycle and pedestrian projects funded through the Transportation Alternatives-Urban Allocation (TAU) program.

According to PennDOT Financial Guidance, which establishes base funding levels for the (multimodal) Highway and Transit programs, the DVRPC-PA region receives over 25 percent (\$1.9 billion) of the \$7.67 billion in federal and state resources from the formula “Highway” funds distributed to MPOs and Rural Planning Organizations (RPOs) in Pennsylvania over the four-year TIP, and 61 percent (\$5.2 billion) of the \$8.54 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 44 percent (\$7.1 billion) of the \$16.2 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY25–FY28) of the STIP is allocated to the DVRPC-PA region. For details, see PennDOT’s Financial Guidance in Appendix B of the main TIP document (Publication #25002A), which reflects the region’s core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC TIP, as seen in Table 2, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves.

Since the passage of the IIJA/BIL, the DVRPC-PA region has received a number of large federal competitive grant awards that will greatly contribute to advancing the vision and goals of *Connections 2050*. Some of these awards have been programmed on the Draft FY2025 TIP for Pennsylvania, while others may be added as part of the List of Recommended Changes at the time of Board adoption, and still others will be added at a later time. DVRPC coordinates with PennDOT, FHWA, and FTA staff to gather all the necessary information before programming federal competitive grant awards on the TIP. The timing of this process varies, depending on the specific grant and project. Some federal grant awards are not required to be programmed on the TIP. However, these are important projects for the region, and represent additional funding beyond the core federal funds the region receives. Highlights of major competitive IIJA/BIL grant awards received by the DVRPC-PA region to date include:

- The Chinatown Stitch: Reconnecting Philadelphia’s Vine Street project was awarded \$158 million through the Reconnecting Communities and Neighborhoods Program Grant. The City of Philadelphia’s Office of Transportation and Infrastructure Systems (OTIS) and the Philadelphia Chinatown Development Corporation (PCDC) secured the grant by leading a study with PennDOT and DVRPC to gather residents’ input and refine the project scope. The Chinatown Stitch will create an inviting public green space with trees and plants with a safe street design that extends the Chinatown neighborhood feel, includes public buildings and businesses that serve community needs, and prioritizes the needs of the elderly, young, and those with disabilities.
- Another project that received funding from the Reconnecting Communities grant is the Redesign of Route 291, led by Delaware County. Awarded \$2.5 million, this project will address significant safety concerns with a multifaceted approach that includes the potential for a road diet, green infrastructure, and bicycle and pedestrian facilities. Additionally, this stretch of Route 291 has been identified as the preferred route for the East Coast Greenway, a multimodal trail spanning from Maine to Florida. The Reconnecting Communities grant will complement the PA 291 Complete Streets: Irving Street to Ridley Creek project (MPMS #82069) that was added to the Draft FY2025 TIP as a new project candidate.

SEPTA has also recently received several competitive grants, ranging in size and scope. These projects include:

- \$317 million FTA Rail Replacement Grant to replace the Market-Frankford Rail Cars (funds programmed under MPMS #115472, SEPTA’s Projects of Significance program).

- \$80 million Low or No Emissions Grant to advance power resiliency and facility safety upgrades at six bus districts (funds programmed under MPMS #102569, SEPTA's Maintenance and Transportation Facilities Program).
- \$25 million RAISE Grant for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project (AKA Blossom to Bartram).
- \$56 million All Stations Accessibility Program (ASAP) grant for Broad Street Line/MFL accessibility improvements (funds programmed under MPMS #77183, SEPTA's Transit & Regional Rail Station Program).

The Schuylkill River Passenger Rail Authority (SRPRA) received funding to study restoring passenger rail service between Reading and Philadelphia with \$500,000 from the Federal Railroad Administration's Corridor Identification and Development Program. The SRPRA, represented by Berks, Chester, and Montgomery Counties, is using the federal funds along with other county and state funding to re-establish the rail line with stops in Reading, Pottstown, and Phoenixville. The project will also connect the region to the Northeast Corridor between Washington D.C. and Boston, as well as the Amtrak national network. The collaborative efforts of the SRPRA, city planners, and officials of the municipalities involved will result in significant benefits in economic development, environmental impact, and community harmony.

DVRPC and the City of Philadelphia each received funds from the Safe Streets and Roads for All (SS4A) Grant Program. DVRPC was awarded nearly \$1.5 million for its Regional Vision Zero 2050 Action Program. This was a regional effort, with all nine counties in the DVRPC region included as subrecipients of the award. DVRPC and its partners will create a safety action program to advance the *Connections 2050* Regional Vision Zero 2050 goal with a process designed to strengthen ongoing regional collaboration toward eliminating crash fatalities. In addition to required plan elements like a regional High Injury Network, DVRPC will review recently-completed and forthcoming county and local plans for inclusion in the regional plan—possibly qualifying them for future SS4A implementation grant rounds. In addition, the City of Philadelphia was awarded \$30 million for its Philadelphia Vision Zero Capital Plan Implementation and another \$16.4 million for its Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors project. SS4A funds are not required to be programmed on the TIP.

Lastly, the City of Philadelphia also secured a \$76 million MEGA Grant, which supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The funding is for critical near-term safety improvements along Roosevelt Boulevard, an extremely dangerous road and the source of dozens of fatalities. This project will implement near-term recommendations from the Roosevelt Boulevard Route for Change study, aiming to improve safety, accessibility, and reliability along the corridor by implementing solutions such as additional speed cameras, improvements to bus stops and amenities, and pedestrian-oriented infrastructure such as raised crosswalks. At the same time, larger-scale, long-term improvements to the Roosevelt Boulevard continue to be studied. See the US 1: Broad Street - Adams Avenue (MPMS #119822) and US 1: Adams Avenue - Old Lincoln Highway (MPMS #119836) projects for more details.

Statewide IMP and Asset Management

More funding statewide has continued to be directed to the IMP, as was the case with the previous two TIPs. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at \$370 million annually. For comparison, the IMP is currently averaging \$1.217 billion per year over the four-year STIP. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was \$1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, convinced PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law. Because of this prior work to address the needs of the Interstate system, the majority of the additional IIJA/BIL funding in the FY2023

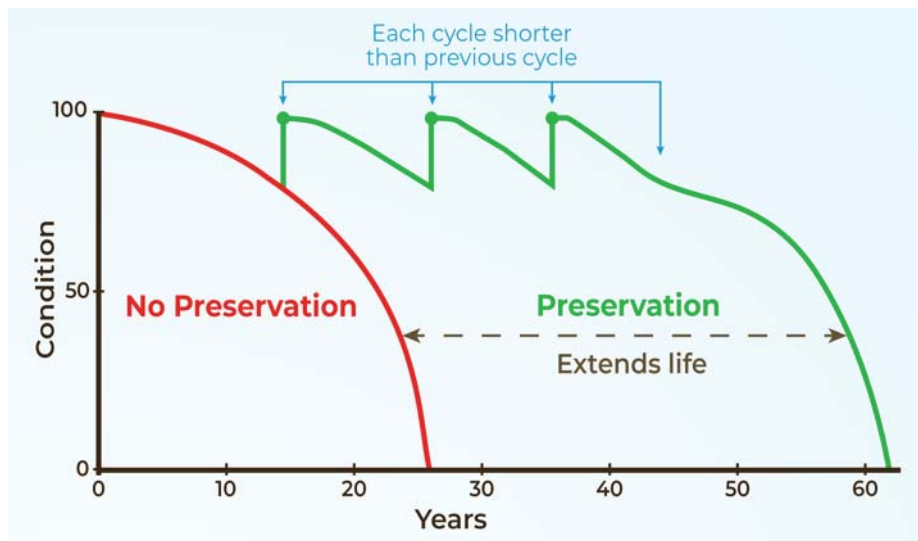
program, and carried forward in the Draft the FY2025 program, is going to the MPOs/RPOs instead of having to be dedicated to the IMP.

In order to achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-life-cycle cost (LLCC) approach. States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. LLCC is shown visually in Figure 5:

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2023 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the commonwealth's TAMP. This factor considers the different levels of cost incurred in order to repair different types of assets (e.g. surfaced treatment milling costs less than a full-depth reconstruction, and whether it is a low-level asset type versus a limited access highway also impacts the cost of repair). The focus of the formula can be attributed to poorly rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-to-first approach to programming. See pages 2-7 in the PennDOT Financial Guidance in Appendix B for additional details and explanation of the funding formulas for the various categories of funds (see main Draft TIP document, Publication #25002A).

Regarding funding for the IMP, which is managed statewide, PennDOT's Financial Guidance (Appendix B of the main TIP document [Publication #25002A]) indicates that \$4,134,928,000 would be distributed (statewide) to projects in the IMP, over the years FY25 to FY28, for an average of \$1,033,732,000 per year. This includes \$240,258,000 of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of \$4,869,839,000 programmed in the Draft IMP over the four years FY25 to FY28. For projects programmed during the FY25–FY28 time period, \$1,270,466,000 or 26 percent of programmed IMP funds, have been distributed to the DVRPC region.

Figure 5: Lowest-Life Cycle Cost



Source: PennDOT, 2020

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CHAPTER 3:

Performance-Based Planning and Programming (PBPP)

The IIJA continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that DVRPC, PennDOT, and regional transit agencies collectively invest Federal transportation funds efficiently towards achieving national goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires FHWA and the FTA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	▪ To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	▪ To achieve a significant reduction in congestion on the National Highway System
System Reliability	▪ To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	▪ To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	▪ To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

USDOT regulations have established final rules on performance measures that address the seven goals, accordingly:

- Roadway fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- roadway pavement condition on the Interstate system and on the remainder of the NHS;
- bridge condition on the NHS;
- performance (system reliability) of the Interstate system and non-Interstate NHS;
- freight movement on the Interstate system;
- traffic congestion;
- on-road mobile source emissions;

- transit rolling stock, equipment, facilities, and infrastructure; and
- transit fatalities, injuries, safety events, and system reliability.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management (TAM) 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 memoranda of agreements (MOAs) with various pertinent planning partners, including state DOTs, transit operators, and other MPOs for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance. For additional information or to view the latest TPM targets, updates, and MOAs visit www.dvrpc.org/TPM.

Evaluating FY2025-2028 TIP Performance

The Federal Fiscal Year (FFY) 2025-2028 Transportation Improvement Program supports the focus areas and goals established in DVRPC's current long-range transportation plan, *Connections 2050*. These include equity, resilience, sustainability, safety, asset management, access, and performance. The goals are aligned with the national goal areas and federal performance measures and guide DVRPC in addressing transportation priorities.

Over the four-year TIP, over 84% of the total funding is associated with roadway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to roadway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, DVRPC will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet DVRPC, PennDOT, and transit agency needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

The *Plan-TIP Project Evaluation Criteria* evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). They consist of (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's TIP; and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs. More information about the *Plan-TIP Project Evaluation Criteria* can be found in Appendix D of the main TIP document (Publication #25002A).

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP (or www.dvrpc.org/TIP/Draft), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (GIS) is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These Unmapped projects can be viewed as a table within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by Air Quality (AQ) Code, Fund Type, and MRP. Users can also toggle on several overlays, including Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (IPD). Download the GIS data layers used in the TIP Web Search Tool from our [Data Center](#).

DVRPC Regional Highway and Transit Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA funded projects for Bucks, Chester, Delaware, and Montgomery counties, and the City of Philadelphia; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT, and SEPTA.

Note that all projects within the First-Four Years (FY25-FY28) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 12-year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FY25-FY28) also have phases (such as Construction) that may be out between LFY29 and LFY36. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document.

Projects **bolded** are “**NEW**” to the TIP. **Projects bolded with an asterisk (*)** are “**NEW-B**” projects that have been “broken out of,” or derived from, an existing TIP project. **Projects bolded and italicized** are projects indicated as “**RETURN**,” which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FY2025 TIP.

Table 5: Bucks County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Bucks County			
12923	Bristol Road Extension	93445	Route 1 Improvements-North (Section RC2)
12965	Lawn Avenue Reconstruction	93446	Route 1 Improvements Frontage Corridor (Section RC3)
13240	Old Bethlehem Road Bridge over Kimples Creek	99431	Route 663 (John Frieds Highway) Widening
13440	Allentown Road and PA 663 Bridges (2) over Licking Creek	102272	Holland Road at Buck Road and Route 532
13549	US 1 (Bridges) Design (Section 03S)	102309	PA 309 over Morgan Creek
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102664	PA 309 over Beaver Run (Bridge)
13716	Headquarters Road Bridge over Tinicum Creek	104746	West Bridge St over Tributary to Delaware River
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	110091	King Road Bridge over Herkaken Creek (CB #54)
57619	Route 313 Corridor Improvements	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
64778	State Road Reconstruction	110310	Almshouse at Jacksonville Road
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	110763	Cold Spring Creamery Rd over Branch Pine Run
69823	Rosedale Road Bridge over Unami Creek	111565	Chapman Road Bridge over Pine Run
74827	Delaware Canal Enhancement	115418	Route 113 & Minsi Trail Road Roundabout
78516	Bridge Replacement Brownsville Road	115419	US 202 & York Road Roundabout
81295	Hulmeville Road/Brown Avenue Intersection Improvements	116893	Edison Furlong Rd over Pebble Creek
84256	Old Street Road Bridge over SEPTA	118020	Bustleton Pike/Second St Pike Roundabout
84258	Pennsylvania Avenue/Delaware Canal	118022	Route 202/179 Roundabout
86244	River Road at Golden Pheasant over Delaware	118190	Fairview Avenue Grade Crossing
88083	Stoopville Road Improvements - Phase 2	119730	I-95, I-295, PA Turnpike Interchange Stage 2
90550	Creamery Road & Tohickon Creek (Bridge)	119977	I-95, I-295, PA Turnpike Interchange Stage 3- Delaware River Bridge Replacement
92641	Dublin Pike over Morgan Creek	120912	Trumbauersville Road Bridge over Unami Creek

Source: DVRPC, 2024

Table 6: Chester County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Chester County			
14134	West Bridge Street Bridge over Amtrak	107553	SR30 & Airport Road Interchange Improvement
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	107554	US30 & PA82 Interchange Improvements
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	107945	Art School Road over Bridge Pickering Creek (Bridge)
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	110311	PA 41 at State Road Intersection
14652	Dutton Mill over Ridley Creek (CB #157)	110312	Baltimore Pike/Newark Road Intersection
14698	US 422, Reconstruction (M2B)	110765	Pickering Dam Road over Branch Pickering Creek
47979	North Valley Road over Amtrak	111572	St. Peter's Road Retaining Wall Project
64220	US 422 Expressway Reconstruction (M03)	111761	Lincoln Highway Streetscape Improvements
78617	PA 41 over White Clay Creek	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
81744	Chester Valley Trail: P&T Phase 1	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
82075	Pocopson Road at Street Road	114166	PA 401 & Valley Hill Rd Improvements (CMAQ)
84284	Doe Run Rd/Buck Run (Bridge)	115423	Route 23 Corridor Safety Improvements
86276	Township Road over West Branch of Big Elk	117999	Thomas Road over Trout Creek (CB#300)
86301	Lancaster Avenue / Brandywine Creek	118024	US 202 and High Street Interchange
86302	Ewing Road over White Clay Creek Bridge	118025	PA 100 Northbound at Exton Station
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	118183	Lake Road West Railroad Crossing
98035	Water Works Road over Rock Run	118184	Lake Road East Railroad Crossing
98039	Ship Road over Valley Creek (Bridge)	118185	Woodland Avenue Xing
98041	Birchrun Road over Birch Run (Bridge)	118186	Kimble Road Xing
98042	Conestoga Road over Pickering Creek	118188	Mt. Pleasant Grade Xing
98223	Creek Road over Pickering Creek (Bridge)	118189	Crowl Toot Road Railroad Xing
98224	Spring City Road over Stony Run (Bridge)	118552	Harvey's Bridge Road over West Bridge Brandywine Creek (CB #92)
102708	PA 41 at PA 841 Improvements	119786	Unionville Road Grade Xing
103589	County Bridge #38 Pusey Mill Road over Big Elk Creek	120957	North Caln Road/Olive Street and Lincoln Highway
107551	SR30/SR10 to Business 30 Interchange		

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List

MPMS#	Project Title	MPMS #	Project Title
Highway Program – Delaware County			
15183	Station Road Bridge over Chester Creek (CB #234)	103217	Main Street Grade Crossing
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	103521	Reed Road over Whetstone Run (CB #36)
15278	Chester Pike/9 th Street Bridge over Darby Creek (CB #146)	103528	Mattson Rd over West Branch of Chester Creek
47147	3rd Street Dam over Broomall Lake	104343	US 322 over CSX
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	104879	Cheyney Road Bridge Replacement
69665	South Creek Road Bridge over Brandywine Creek	107642	Smithbridge Road Corridor
69817	US 322, Featherbed Lane to I-95 (Section 102)	108910	I-95 Noise Abatement
79329	Bridgewater Road Extension	110951	MacDade Blvd. Corridor Safety Improvements
82050	6th Street Bridge over Chester Creek	111022	Chichester Avenue Corridor Safety Improvements
82069	PA 291 Complete Streets: Irving Street to Ridley Circle	113251	Highland Avenue Railroad Preemption
84269	Victory Ave over SEPTA Route 100	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)
88400	US 1, Chester County Line to Pole Cat Road	114102	West Chester Pike and 476 (Competitive CMAQ)
92323	Wanamaker Ave over Darby Ck (Bridge)	114112	Media Bypass ITS (Competitive CMAQ)
92324	Gov Printz Blvd over Conrail (Bridge)	115426	Haverford Road Corridor Safety Improvements
92808	Marshall Road over Cobbs Creek (Bridge)	115427	Lansdowne Avenue Corridor Safety
93105	State Rd over Darby Creek (Bridge)	118006	Ridley Creek Road over Branch of Ridley Creek
95429	US 202 and US 1 Intersection Area Improvements	118029	Bethel Roundabout
98216	Michigan Ave over Little Crum Creek (CB# 210)	118030	Bryn Mawr Avenue Extension
98217	Hilldale Road over Darby Creek (CB# 149)	118494	Eastern Delaware County Bikeway Implementation Plan (TOP)
98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)	119435*	SR 452/I-95 Improvements*
99668	PA 291 Drainage Improvements	119917*	Concord Road/Bethel Road/Engle Street*

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List (continued)

MPMS#	Project Title	MPMS	Project Title
Highway Program – Delaware County			
120374*	Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)*	120910	Kedron Avenue over Bridge to Stony Creek
120688*	SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements*		

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road
16214	PA 611, Old York Road over SEPTA R3	64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16438	PA 309, Connector Project - Phase I	72355	Valley Green Road Bridge Over Wissahickon Creek
16577	Ridge Pike: Harmon Road to Crescent Avenue	74813	Ambler Pedestrian Sidewalk Improvements
16665	US 202, Markley Street Southbound (Section 500)	81785	Cross County Trail East – Section A
16738	US 422 Expressway Section M1B	82083	Cross County Trail: Wissahickon Trail – SEPTA’s Fort Washington Station
48172	PA 23 Moore to Allendale and Trout Creek Road Bridge	82084	Cross County Trail East – Section B
48174	PA 63, Welsh Road	83742	Keim Street Bridge over Schuylkill River
48175	Ridge Pike: Belvoir Road to Chemical Road	92637	Pleasant View Road/Sanatoga(Bridge)
48187	Henderson/Gulph Road Widen near I-76 Ramps	92839	Ridge Pike over Norfolk Southern RR Bridge (CB: #257)
57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	98037	Niantic Road over Perkiomen Creek (Bridge)
63486	US 202, Johnson Highway to Township Line Road (61S)	102273	Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
103371	Woodmont Road Bridge Replacement (CB #10)	115428	Sumneytown Pike Intersections Safety Improvements
103372	Waverly Road over Tacony Creek (County Bridge #275)	115429	Belmont Avenue and St. Asaphs Road Roundabout
103440	Penllyn Pike Bridge Replacement (CB #289)	117963	Old Allentown Rd over Branch Towamencin Creek
105803	PA 309 Connector: Souderton Pike to PA 309	117965	Liberty Bell Trail P3
110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	118005	Black Rock Road over Tributary of Schuylkill River
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection	118031	PA 29 and PA 113
110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	118032	Dekalb Street Two-Way Reconstruction
110761	Gilbertsville Road over Branch of Ministers Creek	118033	PA 309 Connector HT4
110762	Perkiomenville Road over Sciota Creek Bridge Replacement	118187	Central Avenue Grade Crossing
110971	Main Street Safety Improvements	119481	Cross County Trail Extension
114172	Dreshertown Road CC Trail Extension (Competitive CMAQ)	120911	Dreshertown Road over Bridge Sandy Run
114948	Lancaster Avenue and Remington Road Intersection Improvements		

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
17215	70 th , 71 st , 72 nd Streets over Amtrak	108099	Falls Road Bridge
17678	Spring Garden Street over Amtrak	108129	MLK Drive over Schuylkill River (Bridge)
57902	City Wide 3R Betterments Line Item	110314	30 th Street Viaduct over 30 th Street Lower (Bridge)
69828	Market Street Bridges (2) over Schuylkill River	110958	Castor Avenue Roundabout
69909	Willits Road Bridge over Wooden Bridge Run	111194	Castor Avenue Corridor Safety Improvements
70231	Swanson Street Reconstruction	111515	Cherokee Street Bridge over Valley Green Road
72597	Benjamin Franklin Bridge Safety Improvements	112500	Citywide 3R 110
78757	JFK Boulevard @ 32nd St. over SEPTA (30th Street Station) (Bridge)	112525	Citywide 3R 111
79832	North Delaware Riverfront Greenway Project, Sec 3	112527	Citywide ADA Ramps 3
81219	25th Street: Washington Avenue to Passyunk Avenue	114173	Roosevelt Boulevard Crossover Lanes (Competitive CMAQ)
81292	Frankford Avenue/Frankford Creek (Bridge)	115434	Frankford Avenue Corridor Safety Improvements
87784	Aramingo/Harbrison: Church Street to Amtrak (Section BS3)	115435	63 rd Street Corridor Safety Improvements
91490	Expressway Service Patrol - Philadelphia	115440	Washington Lane Corridor Safety Improvements
92554	Ridge Avenue over Amtrak (Bridge)	115442	Vine Street Corridor Safety Improvements
96223	Philadelphia Signal Retiming	115444	Wyoming Avenue Corridor Safety Improvements
98229	59 th Street over Amtrak (Bridge)	115445	5 th Street Corridor Safety Improvements
98230	Tabor Road over Tacony Creek (Bridge)	116807	Citywide ADA Ramps 4
103563	I-95: Delaware Avenue Extension	117341	Penn's Landing Project Development – Local Development
105290	Ben Franklin Bridge Eastbound Operational Improvements	117966	Overbrook Education Center Slow Zone
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	118034	Spring Garden Connector
107648	North 5 th Street Reformatting Signals	118035	5 th Street Improvements

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
118359	Logan Square Sidewalk	119836	US 1: Adams Avenue – Old Lincoln Highway
118496	The Woodland Avenue Trolley Portal Complete Street Project (TOP)	120762*	Cobbs Creek Parkway: Market – Woodland*
119437	Great Streets Philadelphia RAISE 22	120940	Philadelphia County ADA Ramps
119480	Roosevelt Boulevard Study	120993	North Philadelphia School Zones RAISE 23
119822	US 1: Broad Street – Adams Avenue		

Source: DVRPC, 2024

Table 10: Various Counties TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Various Counties			
16178	Construction Management Tasks	82091	ITS Network Arch Tech Refresh Ph1 – PA 309 Hubs
48201	DVRPC Competitive CMAQ Program	82095	Systemic Improvements: High Friction Surface Treatment
51095	ITS Program Integrator	82124	PA 100 and Hanover Street ITS Deployment
57927	Regional Safety Initiatives (HSIP)	82216	NHPP Reserve Line Item
63406	Retrofit for Bike Lanes and Shoulders	83743	ADA Ramps Line Item
64984	Transportation Alternatives Program (TAP) Line	84318	CAQ Reserve Line Item
65109	Transit Flex - SEPTA	84457	Signal Retiming Program
75854	District Program Management Services "A"	92182	Expressway Service Patrol 13-16 Suburban Counties
75855	District Program Management Services "B"	95447	County Bridge Line Item
79927	Highway Reserve Line Item-STP	96069	Bucks and Montco Bridge Group
79929	Highway Reserve Line Item-STP	102105	Municipal Bridge Line Item
79980	Bridge Reserve Line Item	102275	Study Line Item
82087	STU Reserve Line Item	102665	Signal Upgrade Line Item
82088	Systemic Vulnerable User Improvements	105291	The Circuit Line Item
82089	Systemic Improvements: Wrong Way Countermeasures	106648	Sink Holes Line Item

Table 10: Various Counties TIP Project List (continued)

MPMS #	Project Title	MPMS #	Project Title
Highway Program – Various Counties			
106649	Stormwater Permits/Environmental Mitigation Design	115974	District 6 Modeling Assistance 2022-23
106654	I-95 Transportation Demand Management (TMA)	117904	PA Transportation and Community Development Initiative (TCDI) 2022-23
109847	ROW Divestment 6-0	117912	PA SHRPP
113257	Outdoor Advertising Control	117928	Travel Options Program (TOP)
113416	Concrete Arch Bridges Rehabilitation (US 1)	117929	PA Transportation Demand Management (TDM) Base Program
113813	Group HB1 Bridge Rehabilitation	117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23
115964	Transportation Operations 22-23	117931	Regional TOP Competitive Administration 2022-23
115965	TAP Project Engineering/Management 2022-23	117997	Bridge Investment Program Line Item
115966	CMAQ Project Engineering/Management 2022-23	118015	CMAQ Flex for SEPTA Projects of Significance Line Item
115968	Travel Monitoring 2022-23	1180336	HSIP Supportive Line Item
115969	Regional GIS Coordination 2022-23	119299	Carbon Reduction Program Line Item
115970	Air Quality Action Supplemental Services	120934	Bucks and Montgomery Counties ADA Ramps
115971	Transportation Systems Management and Operations (TSMO)	120938	Chester and Delaware Counties ADA Ramps
115972	I-95 Planning Assistance	120942	MS4 and 105 Remediation
115973	Enhance and Maintain Travel Forecasting Tools 2022-23		

Source: DVRPC, 2024

Table 11: Transit TIP Program List

MPM#	Project Title	MPMS#	Project Title
Southeastern Pennsylvania Transportation Authority - SEPTA		Pottstown Area Rapid Transit	
15407	Villanova Intermodal Station	59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
59966	Capital Asset Lease Program	95739	Transportation Capital Improvements
59973	Utility Fleet Renewal Program – Non-revenue Vehicles	PennDOT BPT	
60275	Debt Service	87534	Coatesville Train Station
60335	City Hall / 15th Street Stations		
60540	Parking Improvements		
60574	Paoli Transportation Center		
60582	Vehicle Overhaul Program		
60599	Paratransit Vehicle Purchase		
60611	SEPTA Key (Fare Collection System/New Payment Technologies)		
60638	Regional Rail Car and Locomotive Acquisition		
60651	Substations and Power Improvements		
73214	Ardmore Transportation Center		
77183	Transit and Regional Rail Station Program		
90497	Infrastructure Safety and Renewal Program		
90512	SEPTA Bus Purchase Program		
93588	Exton Station		
95402	Bridge Program		
102565	Track Improvement Program		
102567	Roof Program		
102569	Maintenance & Transportation Facilities		
102571	Communications, Signals, & Technology		
115472	Projects of Significance		
121366*	Resiliency and Sustainability Program*		
121367*	Safe, Clean, and Secure Program*		

Source: DVRPC, 2024

Table 12: Interstate Management Program List

MPMS#	Project Title	MPMS #	Project Title
Interstate Management Program - Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
Interstate Management Program – Montgomery County			
106662	I-76 Integrated Corridor Management		
116838	I-76 Flex Lanes: US 202 to I-476		
116839	I-76 Flex Lane Westbound: US 1 – Belmont Avenue		
Interstate Management Program – Philadelphia County			
17821	I-95: Shackamaxon Street to Ann Street (GIR) - Design	103553	I-95: Race to Shackamaxon 2 (GR6)
46959	I-95 Design Review Manager	103556	I-95 ATMS (GR9)
47811	Bridge Street Design (Section BSR)(IMP)	103557	I-95 Northbound: Ann St to Wheatsheaf Lane (AF3)
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	103558	I-95 Southbound: Ann St to Wheatsheaf Lane (AF4)
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
79828	I-95 Northbound: Race to Shackamaxon (GR5)	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
79905	I-95: Betsy Ross Mainline (BR3)	103561	I-95: Betsy Ross Interchange Drainage (BR6)
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	114876	Studies Line Item
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	115687	I-95: Allegheny & Castor Avenues Interchange
81225	Girard Point Bridge Rehab - Phase 1	115805	I-95: Bridge Rehabilitation: Island Ave to Philadelphia Navy Yard
98207	I-95 Congestion Management	116391	I-95: Bridge Rehabilitation

Source: DVRPC, 2024

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CHAPTER 5:

Learn More and Share Your Ideas!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania is open as of May 23, 2024, and will close on June 24, 2024, at 5:00 p.m. (local time)

Comments can be submitted online via the TIP comment/search/map application at www.dvrpc.org/TIP/Draft/

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including vulnerable and historically marginalized populations, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating local information, residents' lived experiences, and subject matter expertise, plans are more implementable, beneficial, and sustainable.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, at 5:00 PM (local time), and will close on June 24, 2024, at 5:00 PM (local time). A hybrid meeting will be held at the DVRPC offices and an online open house will be held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

ONLINE ONLY MEETING:

Monday, June 10, 2024, at 6:00 PM to 7:30 PM

**Registration via: https://dvrpc.zoom.us/webinar/register/WN_b815VljZReqjdllKJF_gEw#/registration
or by visiting DVRPC's events calendar: <https://www.dvrpc.org/calendar/>**

After registering, you will receive a confirmation email containing information about joining the webinar.

HYBRID MEETING:

Tuesday, June 11th, 2024 at 6:00 PM to 7:30 PM

Registration for in-person and online attendees via:

**https://dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA
or by visiting DVRPC's events calendar: <https://www.dvrpc.org/calendar/>**

**DVRPC Conference room
190 N Independence Mall West
Philadelphia, PA 19106**

Directions: <https://www.dvrpc.org/directions/>

Dinner will be served for in-person attendees; an online option will also be available to give public comment.

Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

While not required, for the in-person meeting, those interested in joining the meeting are encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. For the online meeting, registration information is available on DVRPC's events calendar at <https://www.dvrpc.org/calendar/2024/6>. While participants will need to register beforehand, they will be approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, are directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-592-1800. DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document is available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals can download or access current TIP materials at any time. Public comments can also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way to submit comments is online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft. Users are able to click on the "Submit a Comment" button to make general and project-specific comments.

In addition, the public can submit comments via email to tip@dvrpc.org, or through U.S. mail addressed to:

TIP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must be postmarked by June 24, 2024. If a person needs assistance in providing a written comment, they should contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, Philadelphia Tribune, and Al Dia. DVRPC frequently employs social media ([Facebook](#), [X](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public is asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 1 "Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania" Found in the main TIP document (publication #25002A). After the public comment period ends, DVRPC staff will gather responses to each public comment from the appropriate agency. Responses are only provided to comments submitted in writing during the public comment period.

Publication Title	Appendices of the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY2025–FY2028)
Publication Number	25003
Date Published	December 2024
Geographic Area Covered	Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)
Key Words	Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Off System, Bridges, Bridge Investment Program, BRIP, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Management Process, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, Indicators of Potential Disadvantage, Infrastructure Investment and Jobs Act, IIJA, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TDM, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Demand Management, Transportation Equity Act for the 21st Century, Transportation Improvement Program
Abstract	The complete TIP document has been divided into multiple sections. Included is a general overview of the TIP and the TIP development process, which is intended to clarify what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the Pennsylvania programs; a description of the TIP public involvement process, including issues relating to Title VI and Environmental Justice (EJ); an explanation of the mapping application and project listings; and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report. There is also an Appendices document (Publication #25004), which contains eight appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan, and PART's Financial Capacity Analysis; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Executive Summary of the Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping, (G) Title VI Policy Statement and Complaint Procedures, and (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the DVRPC FY2025 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.



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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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