

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

BOARD MEETING JUNE 12, 2018

Agenda Item:

5. Adoption of the DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22)

Background/Analysis/Issues:

Federal law and planning regulations require the development of a Transportation Improvement Program (TIP) in order for the metropolitan region to be eligible to receive and spend federal transportation funds. The creation of the TIP is to be done by the MPO in cooperation with the state(s) and transit operators, and must provide opportunity for input and comment by the public. A 30-day comment period must be conducted prior to a formal action to adopt the TIP. DVRPC undertakes a major TIP Update every year for either the Pennsylvania portion of the region, or the New Jersey portion of the region; at this time, the PA and NJ TIPs are updated on alternating years.

Work began in the fall of 2017 on the development of the FY2019 TIP for Pennsylvania. For the third time, PennDOT's STC sponsored a statewide webinar and hosted a commenting website to gather input for the Pennsylvania 12 Year Program from March 6 to April 19, 2017. Available resources known as Financial Guidance for the TIP was finalized in July of 2017. The Pennsylvania Subcommittee of the RTC has worked since then to develop a draft TIP that meets the requirements of the federal laws and regulations, including those concerning financial constraint, air quality, plan consistency and Title VI and Environmental Justice. While the federal requirement is for a four year constrained program, the DVRPC PA TIP provides a detailed 12-year programming horizon for both the highway and transit programs to more effectively inform how the region's financial resources might be used, and to provide a "reality check" regarding how and when the region can deliver the many major projects that are currently planned and underway.

The Draft DVRPC FY2019 TIP for PA contains more than 370 projects

(including the Regional Highway, Interstate, and Transit Programs) worth \$5.5 billion (an average of \$1.39 billion per year) for the 4 year federally required TIP period. There is over \$2 billion for projects primarily addressing the non-interstate highway system, over \$600 million for projects included in the Interstate Management Program for I-76, I-95 and I-476, and \$2.8 billion for transit projects for SEPTA, Pottstown Area Rapid Transit (PART), and PennDOT's Bureau of Public Transit.

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

Public Involvement

The Draft TIP document has been made available for public review during a 30+ day period which ran from May 1, 2018 - June 3, 2018. Legal notices explaining the public comment process were published in the Philadelphia Inquirer, The Courier Post, Al Dia, and the Philadelphia Tribune. The public comment period was promoted on DVRPC's homepage www.dvrpc.org, as well as through the Commission's social media channels. A feature story about the public comment period appeared in DVRPC's April Newsletter, which is distributed to nearly 18,000 individuals, organizations, and DVRPC-affiliated groups. An HTML email of the legal notice was sent to over 3,500 individuals who subscribe to DVRPC's "Public Participation and Public Notices" email list. All TIP-related documents were published online and printed copies were placed at major public libraries in southeastern Pennsylvania. Printed documents were also distributed to many stakeholders. A public meeting was held at DVRPC's offices on Thursday, May 24, 2018, from 4:00 PM-6:00 PM to give the public the opportunity to verbally present comments and submit written comments in person about the TIP process and projects. State, county, transit, and DVRPC staff were present at this meeting.

DVRPC's website played a vital part in our public outreach effort. A new web-based public commenting application was available at www.dvrpc.org/tip/draft for the public with internet access to send comments directly to DVRPC about the program and individual projects. The Draft TIP document and other supporting documents were published online. Such documents include information about date and location of the public meeting, locations of libraries where the document is displayed, general information about the TIP and how it was developed, all the project listings and financial information. For the first time, a recorded information session was made available on the website.

To address Title VI and Environmental Justice, a detailed analysis of the TIP

was performed and a new equity analysis tool is available online. The legal notice was sent via HTML email to specific organizations that identify as advocacy groups representing traditional and under-served transportation users and minority and low income populations. Several individuals who have made comments about Title VI and EJ concerns outside of a formal public comment period were also contacted directly about the opportunity to make comments on the public record.

Many of our partner agencies have contributed responses to comments that have been received and DVRPC will make all of them available at the June 28, 2018 Board Meeting, along with any recommended changes to the program based on those comments.

Conformity Finding:

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

DVRPC’s Draft conformity analysis of the *Connections 2045 Plan for Greater Philadelphia* long-range-plan, and the Draft FY2019 TIP for Pennsylvania was available for public comment through June 11, 2018, and will be presented for adoption at the June 28, 2018 Board meeting.

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

A Memorandum of Understanding (MOU) exists between DVRPC, PennDOT, and SEPTA to establish agreed upon procedures for modifying or amending the TIP, as required by federal regulations. From time to time, this MOU requires changes to improve, clarify, or streamline the process as DVRPC strives to advance all TIP programmed projects as efficiently as possible while still providing transparency to regional stakeholders. The MOU is structured in a tiered manner to deal with cost increases, allowing some changes below a certain threshold to occur without further action by DVRPC, other changes within a specified range to occur by an administrative action of the Executive

Director, while most other changes require review and a formal action by the DVRPC Board and appear on the agendas during the monthly cycle of DVRPC meetings. All changes will continue to be provided to both the RTC and the Board via fiscal constraint charts in the monthly “TIP Packages.”

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

- Update and Change - Clarifications on what constitutes an “Amendment” requiring formal review by RTC and/or DVRPC Board:
 - Change – “Federalizing” (adding federal funds to a 100% state funded project) will no longer be an administrative amendment. This action will now be considered an amendment requiring formal DVRPC Board action.
 - Update – A project cost decrease of less than \$5 million will be termed an “Administrative Modification” to be consistent with the PennDOT/FHWA/FTA MOU. This cost threshold that does not trigger RTC and Board action is the same as has been in place for 14 years, but this provides consistent language with the PennDOT/FHWA/FTA MOU.
 - Update – Describing what a Betterment project is.
 - Update – Removing a project because funds for all phases totaling less than \$5,000,000 have already been obligated or encumbered is considered an administrative amendment. If the total amount of funds being removed is greater than or equal to \$5,000,000, it will then be considered a minor amendment requiring formal DVRPC Board Action.
 - Update – Clarified language that when a cost increase to a specific phase is less than \$5,000,000 and that specific phase has already been obligated or encumbered but is no longer shown in the TIP, the action to add the phase back into the TIP would be considered an “Administrative Amendment.” Note that if the increase is \$5,000,000 or more, then the action would be considered a minor amendment requiring formal DVRPC Board Action.
 - Update – Clarified language that when there is a project phase of less than \$5,000,000 that was authorized under Advance Construct, and the Department wishes to convert that authority to federal funds, that action would be considered an administrative

amendment. Also, note that if the conversion is \$5,000,000 or more, this action would then be considered a minor amendment requiring formal DVRPC Board Action.

- Update – Language to clearly state that all new project additions to the DVRPC TIP that were approved via statewide managed programs will be treated as amendments requiring formal DVRPC Board Action.
- Change - When a previously DVRPC Board approved state funded project derived from a Statewide Managed Program (e.g. ARLE, Multimodal Transportation Fund, Green Light-Go) is being returned to the regional TIP, it will now be considered an “Administrative Amendment,” not requiring formal DVRPC Board Action.
- Update – Administration language that TIP revisions are consistent with the PennDOT Investment Plan, Pennsylvania and DVRPC Long-range plans, supporting Pennsylvania’ performance measures, targets, and *PennDOT Connects* policy, as well as correspond to adopted provisions of the DVRPC Public participation Plan.
- Update – Administration language to describe processing TIP Actions for PennDOT Central Office and Federal Approval.
- Change – Add language that PennDOT and DVRPC will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Date Action Required:

June 28, 2018

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

That the Board adopt the DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-22), and Recommended Changes as the region’s official selection of transportation projects for federal funding by passing the appropriate Resolution; and further approve the proposed revisions to the Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications.

Attachments:

- 1) FY2019 TIP for PA Adoption Resolution
- 2) Draft List of Recommended Changes to date
- 3) Public Comments received to date
- 4) Proposed MOU marked DRAFT
- 5) Current MOU (Adopted July 28, 2016)

**Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the June 28, 2018 DVRPC Board Meeting**

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Bucks	13549	US 1 (Bridges) Design (Section 03S)	Switch \$5,664,000 STU of the FY20 FD phase with \$5,644,000 NHPP.	For balancing purposes.
	13716	Headquarters Road Bridge Over Tinicum Creek	Reduce FY20 CON by \$571,000 BOF/Toll Credit, reduce FY21 CON by \$579,000 BOF/Toll Credit, then increase FY22 CON by \$1,150,000 BOF/Toll Credit.	For balancing purposes.
Chester	98036	Merlin Road over Pigeon Run	Reduce FY22 CON phase by \$1,159,000 STP/Toll Credit, then increase FY20 CON phase by \$580,000 BOF/Toll Credit, and increase FY21 CON phase by \$579,000 BOF/Toll Credit.	STP funds are ineligible, replace with BOF funds. Advance CON as PS&E Estimate is April 2019 with estimate Letting in June 2019.
	14236	Little Washington Road Bridge Over Culbertson Run	Decrease FY22 CON phase by \$493,000 BOF/Toll Credit, increase FY23 CON by \$493,000 BOF/Toll Credit.	For balancing purposes.
Delaware	103217	Main Street Grade Crossing	Switch \$2,852,000 NHPP of the FY20 UTL phase with STU, and switch \$5,095,000 NHPP of the FY20 CON phase with STU.	Project not eligible for NHPP funding.
	79329	Bridgewater Road Extension	Add PE in FY21 in the amount of \$1,194,000 State 581, and then shift FD from FY21 to FY22 and program in the amount of \$1,384,000 (\$1,107,000 STP/\$277,000 State 581).	PE funds needed for project.
	95429	US 202 and US 1 Loop Road	Reduce CON from \$4,435,000 to \$3,987,000 per update in CON estimate	CON estimate update.
Montgomery	110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Increase PE by \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) in FY19; and increase FD by \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) in FY20. Remove Local CON funding in FY21, FY22 and FY23. Lastly, add \$410,000 Local funding in FY21.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.

Yellow Highlight Indicates Changes Made to the Document After the June 12, 2018 RTC Meeting.

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DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)	Remove \$350,000 (\$280,000 STU/\$52,000 State 183/\$18,000 Local) from FY19 FD phase and shift to FY19 PE phase of MPMS #110444. Remove \$711,000 (\$569,000 STU/\$107,000 State 183/\$35,000 Local) from FY19 FD phase and shift to FY20 FD phase of MPMS #110444.	Shifting FD funds from MPMS #92839 to MPMS #110444. This change is to pay for the PE and FD of CB #0, change CON funding for CB #0 from 80/20 split to an 80/15/5 split; and that the Turnpike bridge is paid with 100% Turnpike funding.
	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Move FY19 FD (3,692,000 STU/\$923,000 State 581) to the parent project, MPMS #16438 – PA 309, Connector Project.	Shifting funds from breakout project to parent project. FD for the PA 309 Connector will be funded via the parent project, MPMS #16438.
	16438	PA 309, Connector Project	Move FY19 FD (3,692,000 STU/\$923,000 State 581) of MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2).	
	16214	PA 611, Old York Road Over SEPTA West Trenton Line (Bridge)	Increase FY19 CON phase by \$480,000 NHPP/\$120,000 State 185, decrease FY20 CON phase by \$480,000 NHPP/\$120,000 State 185.	For balancing purposes.
	16599	PA 320 at Hanging Rock	Increase FY21 CON phase by \$2,896,000 State 581), increase FY22 CON phase by \$2,802,000 State 581, reduce FY23 CON phase by \$3,694,000 State 591, reduce FY20 CON phase by \$4,696,000 STU, and reduce FY21 CON phase by \$4,696,000 STU.	For balancing purposes.
	57865	Edge Hill Road Reconstruction	Remove all state funding, then switch with federal funding and program as follows to the CON phase: FY19: \$156,000 STP/\$421,000 STU, FY20 \$1,923,000 STP/\$9,332,000 STU, FY21: \$2,168,000 STU.	This project will be let for Construction under FY2017 TIP and federal funds will be needed for conversion.
	50634	County Line Road Restoration (M04)(3R)	Switch \$2,852,000 STU of FY20 CON with NHPP.	For balancing purposes.
	102273	Second Collegeville Bridge Crossing	Increase FY20 PE phase by \$1,923,000 State 581, making the phase 100% state funded. Reduce FY20 PE phase by \$1,923,000 STP.	For balancing purposes.
Various	79927	STP Reserve Line Item	Increase FY22 by \$52,000 STP	For balancing purposes.

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COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Various	79929	Bridge Reserve Line Item	Reduce FY20 CON phase by \$9,000 BOF, reduce FY23 CON phase by \$1,150,000 BOF. Then reduce FY19 Con phase by \$13,000 State 185, and increase FY20 CON phase by \$13,000 State 185.	For balancing purposes.
	79980	STU Reserve Line Item	Reduce FY19 CON by \$280,000 STU.	For balancing purposes.
	82216	NHPP Reserve Line Item	Reduce FY19 CON phase by \$480,000 NHPP, increase FY20 CON by \$7,947,000 NHPP, reduce FY22 CON phase by \$174,000 State 581, and reduce FY23 CON by \$103,000 State 581. Reduce FY20 CON phase by \$8,707,000 NHPP	For balancing purposes.
	95447	County Bridge Line Item	Reduce FY22 CON phase by \$657,000 BOF, increase FY22 CON phase by \$657,000 BOF.	For balancing purposes.
	102319	District Wide Bridge Rehab Group O	Reduce FY20 CON phase by \$4,371,000 STU, increase FY20 CON phase by \$834,000 State 581, increase FY21 CON phase by \$3,537,000 State 581, then add a PE phase in FY19 in the amount of \$250,000 STP/Toll Credit.	For balancing purposes. And need PE phase in first year.

DVRPC Highway Project Deletions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	67404	Township Line Road o/ Stoney Creek	Remove project from TIP. Place funding back into appropriate Line Items.	This project is now a design-build in-house project by PennDOT.
Various	48199	Transportation Management Associations (TMA)	Delete MPMS #48199 and replace with MPMS #111424. Shift FY19 PRA phase (\$1,064,000 CAQ/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAQ/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.

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DVRPC Highway Project Additions				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Bucks	111471	Aquetong Park Segment - Route 202 Cross-County Trail	Add statewide selected TA Set-aside project for \$1,000,000 to build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111468	Lower Makefield Township Community Trail Connection	Add statewide selected TA Set-aside project for \$700,000 to construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.	
	111464	Shady Retreat SRTS Trail	Add statewide selected TA Set-aside project for \$985,000 for construction of approximately 0.8-miles of multi-use trail along Shady Retreat and Burpee Roads that will connect several neighborhoods to the Doyle Elementary School, Lenape Middle School and Central Bucks West High Schools (using SRTS funding), in Doylestown Township.	
Chester	111474	My School on the Move Program - Greater Valley Forge TMA	Add statewide selected TA Set-aside project for \$111,000 for the interactive My School on the Move program that teaches middle school students traffic safety laws. (using SRTS funding)	
	111485	Route 82 Crosswalks and sidewalk	Add statewide selected TA Set-aside project for \$750,000 to construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.	
	111477	State Road Sidewalks	Add statewide selected TA Set-aside project for \$1,280,300 to construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township	
Delaware	111488	Media Borough Ridge Road Stormwater Improvements	Add statewide selected TA Set-aside project for \$400,000 for a stormwater parkette adjacent to North Providence Road to reduce flooding and improve water quality in north Media.	
	111486	Octoraro Trail Construction - Phase 1	Add statewide selected TA Set-aside project for \$1,163,000 for construction of Phase 1A of the multi-use Octoraro Trail in Concord Township from State Route 202 to Temple Road in Concord Township	
	111487	Walkable Chadds Ford	Add statewide selected TA Set-aside project for \$1,000,000 for development of a multi-use trail extending from the Township Municipal Complex on the south side of U.S. Route 1 to the Village of Chadds Ford at South Creek Road and Station Way Road/North Creek Road (using SRTS funding) in Chadds Ford Township.	

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COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	111491	Corinthian Trail	Add statewide selected TA Set-aside project for \$739,704 for construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111489	I Love You and Your Brain Too - Bike Helmet Safety	Add statewide selected TA Set-aside project for \$51,000 to enhance awareness of bike helmet safety through local partnerships and participation in community events to distribute free bike helmets and provide free bicycle helmet fittings (using SRTS funding) for the Partnership TMA.	
	111494	Kriebel Road Trail	Add statewide selected TA Set-aside project for \$846,000 to construct approximately 4,000 linear feet of a new 10-foot-wide pedestrian/bicycle trail from Trumbauer Road to Valley View Way along the Towamencin Creek in Towamencin Township.	
	111492	Limekiln Pike Multimodal Safety Initiatives	Add statewide selected TA Set-aside project for \$750,000 to install new five-foot sidewalks along Limekiln Pike between Dreshertown Plaza and Jarretstown Elementary, including new curb and drainage improvements (using SRTS funding) in Upper Dublin Township.	
	111493	Lower Salford Sidewalk for SR 113 and Park Ave	Add statewide selected TA Set-aside project for \$505,000 for installation of sidewalks, curbs, and ADA curb ramps along Harleysville Pike and Park Avenue to connect two major shopping centers, a township park, residential neighborhoods, and a shared-use path system (using SRTS funding) in Lower Salford Township.	
	111495	Main Street Pedestrian Improvements	Add statewide selected TA Set-aside project for \$681,442 to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.	
	111490	Whitpain Township Trail Network - Core Connector III	Add statewide selected TA Set-aside project for \$641,552 for construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.	
Philadelphia	111506	Blvd Pedestrian Safety & Direct Bus Improvements	Add statewide selected TA Set-aside project for \$1,000,000 to construct sidewalk for pedestrian safety and access improvements and prepare sites for Direct Bus stations along Roosevelt Boulevard.	

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COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Philadelphia	111501	Broad & Locust Modified Urban Intersection	Add statewide selected TA Set-aside project for \$1,000,000 to modify the intersection at Broad and Locust Streets.	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111507	Cramp Elementary School Traffic Safety Improvements	Add statewide selected TA Set-aside project for \$995,000 to establish a school slow zone near Cramp Elementary through traffic safety improvements (using SRTS funding).	
	111510	Frankford & Belgrade Improvements	Add statewide selected TA Set-aside project for \$300,000 for intersection improvements and signalization at Frankford Avenue and Belgrade Street.	
	111496	Franklin Square Pedestrian Access Project	Add statewide selected TA Set-aside project for \$432,000 to construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.	
	111500	Manayunk Canal Lower Locks Preservation Project	Add statewide selected TA Set-aside project for \$1,000,000 to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.	
	111508	South Broad Street Sidepath, Phase 1	Add statewide selected TA Set-aside project for \$997,000 to construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.	
	111503	North Broad Street - Vision Zero Priority Corridor	Add statewide selected TA Set-aside project for \$700,000 to increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.	

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COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Philadelphia	111509	City Avenue Project - City Avenue Special Services District	Add statewide selected TA Set-aside project for \$986,715 for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County	Add new Statewide Set-aside Transportation Alternatives Set-aside Project. Additional Funds to the region.
	111505	Mid-block Crossing in University City - Drexel University	Add statewide selected TA Set-aside project for \$1,000,000 to construct a mid-block crosswalk across Chestnut Street between 33 rd and 32 nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.	
	111511	Riverfront Gateway Sidewalk Project - Interstate Land Management Corporation	Add statewide selected TA Set-aside project for \$1,000,000 to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.	
	111515	Cherokee Street Bridge over Valley Green Road	Add FD in FY19 in the amount of \$136,000 sSTP/Toll Credit, and add CON in FY20 in the amount of \$1,660,000 sSTP.	Additional funds to region. County \$5 fee matched bridge project
Various	111424	Transportation Management Associations (TMA)	Create new MPMS #111424, to replace MPMS #48199. Shift FY19 PRA phase (\$1,064,000 CAQ/\$265,000 Loc), and FY20 PRA phase (\$1,064,000 CAQ/\$265,000 Loc) from MPMS #48199 to MPMS #111424.	Create new MPMS # in order to close out old MPMS #.
Bucks	36475	Mill Street Grade X-ing	Add new grade crossing project in the amount of \$225,000 (FY21: \$22,000 RRX, FY22: \$203,000 RRX). This project will upgrade RRX Warning Devices in Quakertown Borough.	Add new Railroad Grade Crossing Project. Additional funds to the region.
Chester	110451	Reedville Rd RR Warning Devices	Add new grade crossing project in the amount of \$215,000 (FY21: \$15,000 RRX, FY22: \$200,000 RRX). This project will install RR Warning Devices in Lower Oxford Township.	
Montgomery	110455	Main St RR Warning Devices	Add new grade crossing project in the amount of \$320,000 (FY21: \$20,000 RRX, FY22: \$300,000 RRX). This project will install new RR Warning Devices in Hatfield Borough.	
	111129	Cannon Ave Grade Crossing	Add new grade crossing project in the amount of \$310,000 (FY21: \$10,000 RRX, FY22: \$300,000 RRX). This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.	
	36878	Reliance Rd Grade X-ing	Add new grade crossing project in the amount of \$268,000 RRX in FY19. This project will install RR Warning Devices in Souderton Borough	

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DVRPC Competitive CMAQ Program			
COUNTY	MPMS #	TITLE	CHANGE
Various	48201	DVRPC Competitive CMAQ Program	Remove MPMS #107633 – Plymouth Township CNG from Description as the Township has decided to respectfully turn down the award.

Highway and Transit Project Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Bucks	102319	District Wide Bridge Rehab Group O	Remove Saint Peter's Walls from description as STU/STP and State 581 and 185 funds are ineligible.
Delaware	69817	US 322, Featherbed Lane to I-95 (Section 102)	<p style="background-color: yellow;">Include additional wording for the work that will improve Chelsea parkway:</p> <ul style="list-style-type: none"> ▪ Reconstruct the intersection to provide four through lanes U.S. 322 (Conchester Highway); ▪ Adding left turn lanes from eastbound U.S. 322 (Conchester Highway) onto Chelsea Parkway and from westbound U.S. 322 (Conchester Highway) onto Bethel Avenue; ▪ Adding deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial drives and Bethel Avenue, and from westbound U.S. 322 (Conchester Highway) onto Chelsea Parkway; ▪ Reconstructing Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection; ▪ Constructing a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway); and ▪ Upgrading with new <i>adaptive</i> traffic signals.
Montgomery	110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	<p>This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.</p> <p>A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.</p>
Various	105291	The Circuit Line Item	Remove Pennypack Trail Extension – MPMS #105484, as Montgomery County will not be seeking funding from the TIP for this project. The project will be advancing using non-federal funds. Remove Delaware County's Chester Creek Trail Phase 2 as project is not ready to be included in The Circuit Line Item.

Yellow Highlight Indicates Changes Made to the Document After the June 12, 2018 RTC Meeting.
Blue Highlight Indicates Changes Made to the Document After the June 15, 2018 Board Meeting.

Recommended Changes to the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania Draft for the June 28, 2018 DVRPC Board Meeting

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

Special Discretionary and Statewide Funded Projects			
COUNTY	MPMS #	TITLE	CHANGE
Various	Various	Various	Add new projects to the TIP that received special discretionary funds from FAST Act, or Annual Appropriations, or are derived from Statewide Managed Programs (e.g. Highway Safety Improvement Program, Transportation Alternative Set-aside program (TA), Automated Red Light Enforcement, etc) as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary, statewide, and local match funding, with no additional federal or state transportation dollars required from the Regional Program, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.

Interstate Management Program Title and Description Changes			
COUNTY	MPMS #	TITLE	CHANGE
Philadelphia (Interstate Management Program)	103553	I-95: Race-Shackamaxon 2 (GR6)	Change the title from 'I-95: Race-Shackamaxon 2 (GR6)' to 'I-95 Southbound: Race to Shackamaxon (GR6)' and replace the first paragraph of the description with the following: " This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.
Philadelphia (Interstate Management Program)	103555	I-95 Corridor ITS (GR8)	Remove the last sentence of the first paragraph which reads: "Enhancement and expansion of the Regional Traffic Management Center at the PennDOT District 6 Office in King of Prussia will also be evaluated for implementation." The Regional Traffic Management Center (RTMC) is now covered under RTMC General Contract - MPMS #110494, Plumbing Contract - MPMS #110496, Electric Contract - MPMS #110497, and HVAC Contract - MPMS #110498.

Yellow Highlight Indicates Changes Made to the Document After the June 12, 2018 RTC Meeting.
Blue Highlight Indicates Changes Made to the Document After the June 15, 2018 Board Meeting.

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2019 Transportation Improvement Program (TIP)
for Pennsylvania (FY19-22)**

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 and 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, portions of Philadelphia have been designated as a maintenance area for carbon monoxide (CO), 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, CO, 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 July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs 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 PM2.5 and PM2.5 precursors are less in 2020, 2025, 2035 and 2045 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 which plan has 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 2045 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 FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY2019-FY2022) 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 FY2019 Transportation Improvement Program for Pennsylvania (FY2019-FY2022) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 28th day of June 2018 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-FY18-007.

Renee Wise, Recording Secretary

Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for DVRPC's Pennsylvania Region

Adopted By the DVRPC Board on June 28, 2018

This Memorandum of Understanding will begin October 1, 2018, and remain in effect until September 30, 2020, 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)**, and the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)** 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. 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 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.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **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 or deletion** of any project to 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 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.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be included in subsequent analysis as permitted 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 from the second and/or third four years of the 12 year program that has no phases authorized, encumbered, or programmed in the first 4 years.
2. Project actions which cause there to be **no phases within the four-year TIP period**.
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 \$5,000,000**, of state and/or federal funds and local funds (if local funds represents the required match).
5. Project action which decreases the overall cost of a project within the four years of the TIP by \$5,000,000 or more, if it represents a reduction in scope.
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).

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 a phase of a project listed in the approved 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 less than \$5,000,000 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 certain funding categories** in accordance with available resources and eligible facilities/projects. For highway and bridge projects the federal funding categories are limited to: National Highway Performance Program (NHPP) and Surface Transportation Block Grant Programs (STP/STU) funds, and Bridge Off System (BOF) funds. For transit projects the federal funding categories are limited to: Section 5307, 5337, and 5339. PennDOT or SEPTA may also shift project funding between any of the state funding categories.
5. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).
6. When the **line items** for Betterments are to be tapped for individual projects of **less than \$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 \$5,000,000 or more**, 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, as well as, drainage improvements and guide rail updates.**
7. When a project listed in an approved TIP is removed because funds for all phases **totaling less than \$5,000,000** 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 \$5,000,000 or more, it will then be considered a minor amendment **requiring DVRPC Board Action**.

Under any of these circumstances, PennDOT or SEPTA 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 FY2017 TIP: the years FY18, FY19, or FY20), 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 \$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 \$5,000,000 if it represents a reduction in scope.
4. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year.**

(Administrative Amendments)

5. When a cost increase occurs less than \$5,000,000 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 less than \$5,000,000 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 \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action**
6. When PennDOT identifies a project phase less than \$5,000,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds. **Note: If the conversion is \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action.**
7. When PennDOT seeks federal authorization to cover less than \$5,000,000 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 \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action.**
8. 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.

9. When a previously DVRPC Board approved state funded project derived from a Statewide Managed Program (e.g. ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments, DVRPC will request that PennDOT seek FHWA/FTA approval.

C. Modifications Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above 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 modifications that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a preliminary engineering (PE) or final design (FD) phase to the first four years of an existing project when there have been no previous obligations or encumbrances against the phase
2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased.

D. Statewide Programs

New project additions to the DVRPC TIP, that are derived from statewide managed programs, such as Interstate Management Program projects, Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), will be treated as amendments requiring formal action by the DVRPC Board. 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. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding 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 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 encumbered and need to be shown on the current TIP may be added back into the TIP as Administrative Amendments.
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's Long-Range Plan. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the *PennDOT Connects* policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and enhances the overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

TIP revisions must correspond to the adopted provisions of the 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.

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 insure that the TIP remains

fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

C. Processing TIP Actions for PennDOT Central Office and Federal Approval

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, 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.

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 programme 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.

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 _____

**Secretary,
for PennDOT**

Date _____

**General Manager,
for SEPTA**

Date _____

Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

Adopted By the DVRPC Board on July 28, 2016

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)**, and the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)** 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. 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 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.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **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 or deletion** of any project to 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 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.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be included in subsequent analysis as permitted 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 from the second and/or third four years of the 12 year program that has no phases authorized, encumbered, or programmed in the first 4 years
2. Project actions which cause there to be **no phases within the four-year TIP period**.
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 \$5,000,000**, of state and/or federal funds and local funds (if local funds represents the required match).
5. Project action which decreases the overall cost of a project within the four years of the TIP by \$5,000,000 or more, if it represents a reduction in scope.

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 a phase of a project listed in the approved TIP that is **less than or equal to \$1 million**.

2. When there is a project action which decrease the overall cost of a project within the four years of the TIP by less than \$5,000,000 if it represents 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 certain funding categories** in accordance with available resources and eligible facilities/projects. For highway and bridge projects the federal funding categories are limited to: National Highway Performance Program (NHPP) and Surface Transportation Block Grant Programs (STP/STU) funds, and Bridge Off System (BOF) funds. For transit projects the federal funding categories are limited to: Section 5307, 5337, and 5339. PennDOT or SEPTA may also shift project funding between any of the state funding categories.
5. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).
6. When the **line items** for Betterments are to be tapped for individual projects of **less than \$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 **\$5,000,000 or more**, it will be treated as a minor amendment under the procedure in section "II. TIP AMENDMENTS."
7. When a project listed in an approved TIP is removed because funds for all phases have already been obligated or encumbered and those programmed funds can be used as a resource for another project. If the amount of funds that are deleted from the project is \$5 million or more, it will then be considered a minor amendment.

Under any of these circumstances, PennDOT or SEPTA 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 FY2017 TIP: the

years FY18, FY19, or FY20), 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 \$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 \$5,000,000 if it represents a reduction in scope.
4. When a project that utilizes 100 percent state funds and needs federal funds to establish FHWA as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).
5. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year.**

(Administrative Amendments)

6. When a cost increase 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 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. (Administrative Amendment)
7. When PennDOT identifies a project phase that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds. (Administrative Amendment)
8. When PennDOT seeks federal authorization to cover **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. (Administrative Amendment). If the increase is \$5,000,000 or more, this would action would then be considered a formal action.
9. 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. (Administrative Amendment)

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments, DVRPC will request that PennDOT seek FHWA/FTA approval.

C. Modifications Requiring Formal Action by DVRPC

All other changes to the TIP not covered above 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 modifications that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a preliminary engineering (PE) or final design (FD) phase to the first four years of an existing project when there have been no previous obligations or encumbrances against the phase, and the cost of the PE or FD phase exceeds \$1,000,000.

D. Statewide Programs

New project additions to the DVRPC TIP, that are part of statewide managed programs, such as Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), and the Statewide Transportation Alternatives Program (TAP), will be treated as amendments requiring formal action by the DVRPC Board. 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. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding 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 DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.
2. Other Statewide Managed Programs include improvements or projects that are managed at the PennDOT Central Office level with possible DVRPC input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), and the Transportation Alternatives Program(TAP).
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate.

IV. ADMINISTRATION

A. 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 insure 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.

B. 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.

C. Performance Reports

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.

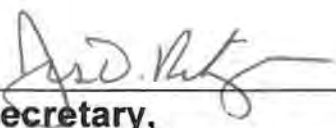
- b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
 - c. DVRPC will post the Obligation/Encumbrance information on its website.
2. PennDOT will provide DVRPC with annual Performance Measure 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.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).



**Executive Director,
for DVRPC**

Date 8/1/16



**Secretary,
for PennDOT**

Date 8/8/16



**General Manager,
for SEPTA**

Date 8/3/16

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

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

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

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

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

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

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

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

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

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

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

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Comments Received from Individuals

Chester County

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

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

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

Delaware County

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

Intersection of Marshall Rd and Long Lane

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

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

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

Alfred Achart Jr
7228 Radbourne Rd
Upper Darby, PA 19082

aachtert@verizon.net
215 796 0277

Philadelphia County

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

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

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

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

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

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

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Philadelphia County

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

MPMS: 88085 By Adrienne Cianfarini Item ID#: 0006

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

MPMS: 88085 By Christopher Bordelon Item ID#: 0007

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

MPMS: 88085 By Donna Zitter Item ID#: 0008

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

MPMS: 88085 By Jennifer cianfarini Item ID#: 0009

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

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

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

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Philadelphia County

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

MPMS: 88085 By Johnbuchatsky Item ID#: 0011

do not allow trucs over 3 tons over this road!

MPMS: 88085 By Marie Nocitra Item ID#: 0012

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

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

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

MPMS: By Frank Rapoport Item ID#: 0014

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

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

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

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

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

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

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Various County

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

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

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

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Various County

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

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

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

Bike/Pedestrian Improvements for Roadway Projects

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

Mix of Spending

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

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

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

Rob

MPMS: By Frank Tavani Item ID#: 0017

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

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

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

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

Comments Received from Individuals

Various County

Philadelphia, PA 19147
2672504858

MPMS: By Abby Lang Item ID#: 0020

Dear DVRPC,

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

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

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

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

MPMS: By Abe Cooperman Item ID#: 0021

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

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

MPMS: By Adam Cronrath Item ID#: 0022

Dear DVRPC,

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

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

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

Comments Received from Individuals

Various County

Coalition:

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

MPMS: By Alex Shirreffs Item ID#: 0023

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

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

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

MPMS: By Alisha Miranda Item ID#: 0024

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

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

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

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

Comments Received from Individuals

Various County

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

MPMS: By Alison Hastings Item ID#: 0025

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

MPMS: By Amarjit Singh Item ID#: 0026

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

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

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

MPMS: By Andrew Mramor Item ID#: 0027

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Andrew Polovoy Item ID#: 0028

Dear DVRPC,

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

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

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

MPMS: By Andrew Thomas Item ID#: 0029

Dear DVRPC,

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

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

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

Sincerely,

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

Comments Received from Individuals

Various County

Andrew Thomas
5123 Locust St
Philadelphia, PA 19139
2164963182

MPMS: By Ann Cohen Item ID#: 0030

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

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

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

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

MPMS: By Ann VanEerden Item ID#: 0031

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

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

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

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

MPMS: By Ashley Vogel Item ID#: 0032

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

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

Comments Received from Individuals

Various County

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

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

Sincerely,
Ashley Vogel
715 S Darien St
Philadelphia, PA 19147
7329482614

MPMS: By Barbara Montabana Item ID#: 0033

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

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

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

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

MPMS: By Barbara Snyder Item ID#: 0034

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

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Bob Sheppard Jr

Item ID#: 0035

Dear DVRPC,

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

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

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

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

MPMS: By Brian Kirk

Item ID#: 0036

Dear DVRPC,
Hello,

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

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

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

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Brian Moore Item ID#: 0037

Dear DVRPC,

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

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

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

MPMS: By Brooke Rothman Item ID#: 0038

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

MPMS: By Bruce Salkovitz Item ID#: 0039

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

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

MPMS: By Carol Fleischman Item ID#: 0040

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

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

MPMS: By Carol Rowehl Item ID#: 0041

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

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

Comments Received from Individuals

Various County

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

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

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

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

MPMS: By Charles Nuyianes Item ID#: 0042

Dear DVRPC,

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

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

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

MPMS: By Chris Holzner Item ID#: 0043

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

MPMS: By Chris Stanford Item ID#: 0044

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

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

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

MPMS: By Christine Reimert Item ID#: 0045

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

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

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

MPMS: By Clare Day Item ID#: 0046

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

Comments Received from Individuals

Various County

Dear DVRPC,

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

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

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

Sincerely,

Clare Day

1918 Mifflin St

Philadelphia, PA 19145

2154987554

MPMS: By Clifford Kellett

Item ID#: 0047

Dear DVRPC,

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

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

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

Sincerely,

Clifford Kellett

404 Harrison St

Ridley Park, PA 19078

2158617190

MPMS: By Cory Scott

Item ID#: 0048

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Courtney Crain Item ID#: 0049

Dear DVRPC,

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

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

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

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

MPMS: By Dana Fetch Item ID#: 0050

Dear DVRPC,

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

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

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

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

MPMS: By Dani Solomon Item ID#: 0051

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

Comments Received from Individuals

Various County

Dear DVRPC,

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

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

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

Sincerely,

Dani Solomon
5038 Springfield Ave.
Philadelphia, PA 19143
3107489371

MPMS: By Daniel Paschall

Item ID#: 0052

Dear DVRPC,

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

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

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

Sincerely,

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

MPMS: By Daniel Safer

Item ID#: 0053

Dear DVRPC,

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Danielle Schwartz Item ID#: 0054

Dear DVRPC,

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

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

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

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

MPMS: By Dave Burns Item ID#: 0055

Dear DVRPC,

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

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

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

Sincerely,
Dave Burns
1125 N Hancock ST

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

Comments Received from Individuals

Various County

Philadelphia, PA 19123
6109370360

MPMS: By Dave Winoski Item ID#: 0056

Dear DVRPC,

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

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

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

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

MPMS: By David Golden Item ID#: 0057

Dear DVRPC,

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

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

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

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

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

MPMS: By David Lennon Item ID#: 0058

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
David Lennon
115 Black Walnut Lane
Plymouth Meeting, PA 19462
6108250918

MPMS: By David Loeb Item ID#: 0059

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
david loeb
309 florence ave. 221n
Jenkintown, PA 19046
2677602591

MPMS: By David Mcginn Item ID#: 0061

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

MPMS: By David Shuey Item ID#: 0062

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

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

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

MPMS: By Debbie Wile Item ID#: 0063

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

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

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

MPMS: By Dee Carpenter Item ID#: 0064

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

Comments Received from Individuals

Various County

Dear DVRPC,

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

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

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

Sincerely,

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

MPMS: By Dolores Carpenter

Item ID#: 0065

Dear DVRPC,

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

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

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

Sincerely,

Dolores Carpenter
926 Masters Way
Harleysville, PA 19438
4843786483

MPMS: By Donald Wilson

Item ID#: 0066

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: **By Donna Jones**

Item ID#: 0067

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

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

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

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

MPMS: **By Donna Pancari**

Item ID#: 0068

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

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

Sincerely,
 Donna Pancari
 403 Queen St
 Philadelphia, PA 19147

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

Comments Received from Individuals

Various County

6096684522

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

Dear DVRPC,

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

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

Sincerely,

Douglas Dougherty
533 Davis Rd
Cheltenham, PA 19012
4845400032

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

Dear DVRPC,

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

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

Sincerely,

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

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

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

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

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Elizabeth D. Hemphill-Burns
301 Village Drive, Apt.370
King of Prussia, PA 19406
2672500823

MPMS: **By Elizabeth Hollinger** **Item ID#: 0073**

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

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

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

Comments Received from Individuals

Various County

3201 Dekalb Blvd
Norrstown, PA 19401
6102799746

MPMS: By Ellen Chapman Item ID#: 0074

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

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

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

MPMS: By Erika Morgan Item ID#: 0075

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

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

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

MPMS: By Esther Gilbert Item ID#: 0076

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Frances Liao Item ID#: 0077

Dear DVRPC,

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

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

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

MPMS: By Frann Shore Item ID#: 0078

Dear DVRPC,

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

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

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

Comments Received from Individuals

Various County

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

MPMS: By Fredric Mirsch Item ID#: 0079

Dear DVRPC,

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Fredric Mirsch
2014 Hansell Dr
Bensalem, PA 19020
2156384080

MPMS: By George Benz Item ID#: 0080

Dear DVRPC,

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

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

MPMS: By Gillian Macauley Item ID#: 0081

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

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

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

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

MPMS: By Greg Lang

Item ID#: 0082

Dear DVRPC,

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

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

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

MPMS: By Gregory Milbourne

Item ID#: 0083

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

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

MPMS: By Hedwig Cerwinka Item ID#: 0084

Dear DVRPC,

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

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

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

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

MPMS: By Ira Josephs Item ID#: 0085

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

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

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

Sincerely,
Isaac Palant
501 N Orange St Apt B3
Media, PA 19063
6106598060

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

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

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

Philadelphia -Spring Garden Street Greenway MPMS #105850 (this would likely have prevented the recent death of a bicycle courier).
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484.

Thank you.
Sincerely,
James Kahn
1431 Bainbridge St
Philadelphia, PA 19146
2157714487

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

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

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

Comments Received from Individuals

Various County

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

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

MPMS: By Jason Lenthe Item ID#: 0089

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

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

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

MPMS: By Jeff Lawton Item ID#: 0090

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

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

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

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

Comments Received from Individuals

Various County

610-341-1545

MPMS: By Jeffrey Dubb Item ID#: 0091

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

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

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

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

MPMS: By Jennifer Macnaughton Item ID#: 0092

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

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

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

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

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

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

MPMS: By Jesse Lytle Item ID#: 0093

Friday, June 22, 2018

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

Comments Received from Individuals

Various County

Dear DVRPC,

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

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

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

MPMS: By Joanne Bezak

Item ID#: 0094

Dear DVRPC,

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

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

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

MPMS: By Joanne Delia

Item ID#: 0095

Dear DVRPC,

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

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Various County

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

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

MPMS: By Jody Twer Item ID#: 0097

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

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

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

MPMS: By Joe Attanasio Item ID#: 0098

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

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

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

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

MPMS: By John Hogan Item ID#: 0099

Dear DVRPC,

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

Comments Received from Individuals

Various County

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

MPMS: By John Hollyer Item ID#: 0100

Dear DVRPC,

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

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

MPMS: By John Ramsaur Item ID#: 0101

Dear DVRPC,

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

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

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

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Various County

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

MPMS: By John Seidel Item ID#: 0102

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

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
john seidel
walnut st
Spring City, PA 19475
6109483333

MPMS: By John Wieme Item ID#: 0103

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

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

MPMS: By Jonathan Seidel Item ID#: 0104

Dear DVRPC,

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

Comments Received from Individuals

Various County

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

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

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

MPMS: By Joseph McQuillan

Item ID#: 0105

Dear DVRPC,

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

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

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

MPMS: By Joshua Bryson

Item ID#: 0106

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

Sincerely,
Joshua Bryson
1542 Silo Rd
Yardley, PA 19067
5135153990

MPMS: By Julia Tackett

Item ID#: 0107

Dear DVRPC,
Hello,

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

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

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

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

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

MPMS: By Juliann Pinto

Item ID#: 0108

Dear DVRPC,

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

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

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

Comments Received from Individuals

Various County

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

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

Dear DVRPC,

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

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

Sincerely,
Karin Annerhed-Harris
236 E Roumfort Rd
Philadelphia, PA 19119
2158066450

MPMS: By Karl Fetzer Item ID#: 0110

Dear DVRPC,

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

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

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

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

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Philadelphia -Spring Garden Street Greenway MPMS #105850

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

Comments Received from Individuals

Various County

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

MPMS: By Kathleen Henry

Item ID#: 0111

Dear DVRPC,

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

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Philadelphia -Spring Garden Street Greenway MPMS #105850

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

MPMS: By Kathryn Rosse

Item ID#: 0112

Dear DVRPC,

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

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

Sincerely,
Kathryn Rosse
1919 Chestnut Street #804
Philadelphia, PA 19103
2158640132

MPMS: By Kirk Wangenstein

Item ID#: 0113

Dear DVRPC,

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

Comments Received from Individuals

Various County

I live in Philadelphia and I love to ride my bike on The Circuit Trails.

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

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

Sincerely,
Kirk Wangenstein
4300 Spruce ST A301
Philadelphia, PA 19104
8023996808

MPMS: By Krista Schroeder Item ID#: 0114

Dear DVRPC,

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

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

Sincerely,
Krista Schroeder
2513 Waverly Street
Philadelphia, PA 19146
9097633647

MPMS: By Lane Fike Item ID#: 0115

Dear DVRPC,

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

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

Sincerely,
Lane Fike
129 S 30th St
Philadelphia, PA 19104

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

Comments Received from Individuals

Various County

2153095523

MPMS: **By Lee Tabas** **Item ID#: 0116**

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lee Tabas
355 Lancaster Ave Ste 1
Haverford, PA 19041
6108962400

MPMS: **By Lee Yancey** **Item ID#: 0117**

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lee Yancey
2314 Twin Silo Dr.
Blue Bell, PA 19422
267-217-7614

MPMS: **By Leonard Bonarek** **Item ID#: 0118**

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

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

Comments Received from Individuals

Various County

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Leonard Bonarek
449 S 48th St
Philadelphia, PA 19143
2156678419

MPMS: By Linda Blythe Item ID#: 0119

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

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Linda Blythe
4433 Osage Ave
Philadelphia, PA 19104
2153873370

MPMS: By Lindsay Woodruff Item ID#: 0120

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

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

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

Comments Received from Individuals

Various County

1015 Tasker Street
Philadelphia, PA 19148
6103161604

MPMS: By Lisa Gares Item ID#: 0121

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

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

Sincerely,
Lisa Gares
10 Crow Creek Ln
Wayne, PA 19087
2676251013

MPMS: By Lisa Turner Item ID#: 0122

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

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

Sincerely,
Lisa Turner
8331 High School Rd
Elkins Park, PA 19027
2157823619

MPMS: By Lonnie Hovey Item ID#: 0123

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

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

Comments Received from Individuals

Various County

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

Sincerely,
Lonnie Hovey
610 Fariston Dr
Wynnewood, PA 19096
215-219-3755

MPMS: By Louis Peirce Item ID#: 0124

Dear DVRPC,

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

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

Sincerely,
Louis Peirce
146 Erdenheim Rd
Glenside, PA 19038
2158365172

MPMS: By Lucas Mueller Item ID#: 0125

Dear DVRPC,

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

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

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

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Lucas Mueller
120 South 53rd Street
Philadelphia, PA 19139
8572105794

MPMS: By Lyn Hedrick

Item ID#: 0126

Dear DVRPC,

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

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

Sincerely,

Lyn Hedrick
644 Rively Ave. Collingdale,Pa
Collingdale, PA 19023
610-583-5267

MPMS: By Manny Menendez

Item ID#: 0127

Dear DVRPC,

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

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

Sincerely,

Manny Menendez
1190 Beaumont RD
Berwyn, PA 19312
6102910625

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

Comments Received from Individuals

Various County

MPMS: **By Margaret Turcich** **Item ID#: 0128**

Dear DVRPC,

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

Sincerely,

Margaret Turcich
1017 N 4th St, 1st floor
Philadelphia, PA 19123
2159259194

MPMS: **By Maria Nonemaker** **Item ID#: 0129**

Dear DVRPC,

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

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

Sincerely,

Maria Nonemaker
1616 Pine St, Apt C11
Philadelphia, PA 19103
6103485012

MPMS: **By Marissa Sudol** **Item ID#: 0130**

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

Sincerely,
Marissa Sudol
2013 Fitzwater St # 1
Philadelphia, PA 19146
6092711888

MPMS: By Mark Davis Item ID#: 0131

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

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

Sincerely,
Mark Davis
973 Corn Crib Drive
Huntingdon Valley, PA 19006
12674710466

MPMS: By Mark Mumbauer Item ID#: 0132

Dear DVRPC,
Hello,

My son and I commute by bicycle 15 miles a day, from Kensington and W Philly. On the weekend, our family loves to bike, and providing support to local trails, especially ones like these, are appreciated!

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

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

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

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mark Mumbauer
3347 Emerald St
Philadelphia, PA 19134
2677024250

MPMS: By Mark Zod Item ID#: 0133

Dear DVRPC,
I live in Montgomery County and frequently ride in The Circuit Trails. There is no doubt the these trails, many which have been completed in the 20 years I've lived here, are fantastic. But I currently travel frequently travel to Copenhagen, and I've seen what really endorsing bicycle culture can do. Reduce traffic, lower bicycle accidents, really capitalize our park areas for the population to enjoy, and with all that have a healthier population.

In order to do that, we really need to connect up the disjointed sections of the trail because may segments are not connected to each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

The Circuit Coalition has informed me that these are the following projects which they believe are highest priorities. Please take all steps necessary to get these started and completed.

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mark Zod
1331 Cinnamon Dr
Fort Washington, PA 19034
2156412858

MPMS: By Mary-Angela Papalaskari Item ID#: 0134

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mary-Angela Papalaskari
2042 Pine Street
Philadelphia, PA 19103
2672419589

MPMS: By Matt Zapson Item ID#: 0135

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

Comments Received from Individuals

Various County

Dear DVRPC,

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

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

I especially hope you will push for the Spring Garden Street Greenway, given the tragic death that occurred along that road last weekend.

Sincerely,
Matt Zapson
1628 Mount Vernon St. #3F
Philadelphia, PA 19130
5165105778

MPMS: By Matthew Palombaro Item ID#: 0136

Dear DVRPC,

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

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

Sincerely,
Matthew Palombaro
238 E Glenside Av
Glenside, PA 19038
2678088941

MPMS: By Meagan Cusack Item ID#: 0137

Dear DVRPC,

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

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Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Meagan Cusack
1023 E Moyamensing Ave, Unit C
Philadelphia, PA 19147
5129126750

MPMS: By Melissa shipenberg Item ID#: 0138

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

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Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Melissa shipenberg
28 chestnut street
Bala Cynwyd, PA 19004
215-280-6368

MPMS: By Michael Albany Item ID#: 0139

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

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

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

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

Comments Received from Individuals

Various County

Michael Albany
PO Box 18982
Philadelphia, PA 19119
6104760862

MPMS: By Michael Del Vecchio Item ID#: 0140

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Michael Del Vecchio
6211 N Fairhill St
Philadelphia, PA 19126
2153569712

MPMS: By Michael Dennery Jr Item ID#: 0141

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Michael Dennery Jr
1911 Green Street, Apt 7
Philadelphia, PA 19130
2158058305

MPMS: By Michael Gaunt Item ID#: 0142

Dear DVRPC,

I'm a Montgomery County, Pennsylvania resident that uses The Circuit Trails for commuting (e.g., the Power Line Trail) and recreational (e.g., the Green Ribbon Preserve Trail, Perkiomen Trail, 202 Parkway Trail, Skippack Trail) activities, I'm conflicted: The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. However, the complete Circuit segments are not that well connected

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

Comments Received from Individuals

Various County

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

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

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

Sincerely,
Michael Gaunt
1930 Lafayette Road
Lansdale, PA 19446
215-350-6914

MPMS: By Michael Heller

Item ID#: 0143

Dear DVRPC,

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

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

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

Sincerely,
Michael Heller
30 East Jefferson Street
Media, PA 19063
2155195279

MPMS: By Michael Warrington

Item ID#: 0144

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Michael Warrington
2317 Tulip St
Philadelphia, PA 19125
2677014019

MPMS: By Mike Dellapenna Item ID#: 0145

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Dellapenna
2 Fairway Dr
Malvern, PA 19355
6106446171

MPMS: By Mike Narcowich Item ID#: 0146

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Mike Narcowich
735 Hathaway Lane
Ardmore, PA 19003
6108961805

MPMS: By Molly Duffy Item ID#: 0147

Dear DVRPC,

Friday, June 22, 2018

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Comments Received from Individuals

Various County

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

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

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

Sincerely,
Molly Duffy
118 Fennerton Rd.
Paoli, PA 19301
4848865853

MPMS: By Neil Schmerling Item ID#: 0148

Dear DVRPC,

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

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

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

Sincerely,
Neil Schmerling
7602 Dorcas Street
Philadelphia, PA 19111
2158058483

MPMS: By Ogden Mitchell Item ID#: 0149

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Ogden Mitchell
4123 Spring Garden St
Philadelphia, PA 19104
2678808981

MPMS: **By P. John Paulson** **Item ID#: 0150**

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

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

Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
- The first phase of this project took 23 years to complete. Please make Phase 2 quicker

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
P. John Paulson
372 Mount Alverno Rd
Media, PA 19063
6105651863

MPMS: **By Patrick Sherlock** **Item ID#: 0151**

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition:

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

The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. Using construction funding to connect more of these segments to each other will make the whole even greater! Thanks for your consideration. -Patrick

Sincerely,
Patrick Sherlock
435 E Flora St
Philadelphia, PA 19125

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

Comments Received from Individuals

Various County

7328149563

MPMS: **By Patrick Walsh** **Item ID#: 0152**

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Patrick Walsh
304 Williams Rd
Fort Washington, PA 19034
2154320365

MPMS: **By Paul Edelstein** **Item ID#: 0153**

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Paul Edelstein
1608 Waverly Rd
Gladwyne, PA 19035
6106490942

MPMS: **By Peter Furcht** **Item ID#: 0154**

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

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

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

Comments Received from Individuals

Various County

Coalition:

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

Sincerely,
Peter Furcht
417 Berkley Rd
Haverford, PA 19041
6106580623

MPMS: **By Purnima Barve** **Item ID#: 0155**

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

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

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

Sincerely,
Purnima Barve
427 Dorothy Drive
King of Prussia, PA 19406
6107249398

MPMS: **By Robert Duplessis** **Item ID#: 0156**

Dear DVRPC,
I'm a Pennsylvania resident who uses portions of The Circuit Trails, but I find it disconcerting and a bit disappointing that while the trail segments that are complete are great--separated from auto traffic, and often connected with our region's natural resources--they are discontinuous. That is, the completed Circuit segments are not very well connected with each other. At the same time, I understand, there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects. But there are important projects that could help the problem of non-connectivity.

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

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

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

Comments Received from Individuals

Various County

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

Thank you for your attention.

Sincerely,
ROBERT DUPLESSIS
413 S 24th St
Philadelphia, PA 19146
2155452728

MPMS: By Rachel Edelman Item ID#: 0157

Dear DVRPC,

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

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

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

Thanks so much!

Sincerely,
Rachel Edelman
32 Westview St
Philadelphia, PA 19119
2153700326

MPMS: By Rachel Isenberg Item ID#: 0158

Dear DVRPC,

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

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

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

Sincerely,
Rachel Isenberg
1206 Rodman St
Philadelphia, PA 19147
2154355808

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

Comments Received from Individuals

Various County

MPMS: **By Rebecca Collins** **Item ID#: 0159**

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rebecca Collins
1020 Fitzwater St.
Philadelphia, PA 19147
215.580.7301

MPMS: **By Rich Hanson** **Item ID#: 0160**

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rich Hanson
4133 Timber Lane
Philadelphia, PA 19129
610-304-9409

MPMS: **By Richard Sands** **Item ID#: 0161**

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

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

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Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Richard Sands
1806 Hilltop Rd
Jenkintown, PA 19046
2159012561

MPMS: By Robert Duncan

Item ID#: 0162

Dear DVRPC,

I'm a Pennsylvania resident who sees The Circuit Trails as having huge potential for the livability of this region and for making the region a healthy and attractive place for new residents. To live up to that promise, the completed Circuit segments need to be connected with each other. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
Delaware - Chester Creek Trail Phase 2 MPMS #TBD;
Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Robert Duncan
244 S 46th St
Philadelphia, PA 19139
2159208750

MPMS: By Robert Perry

Item ID#: 0163

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,

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

Comments Received from Individuals

Various County

Robert Perry
708 Ellsworth St
Philadelphia, PA 19147
2152389880

MPMS: By Robin Irizarry Item ID#: 0164

Dear DVRPC,

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Robin Irizarry
4500 Worth Street
Philadelphia, PA 19124
215-744-1853

MPMS: By Rory Boyle Item ID#: 0165

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Rory Boyle
322 Delancey
Philadelphia, PA 19106
6462567930

MPMS: By Sarah Stuart Item ID#: 0166

Dear DVRPC,

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

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

Comments Received from Individuals

Various County

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

Sincerely,
Sarah Stuart
113 N. Van Pelt Street
Philadelphia, PA 19103
2155451222

MPMS: By Scott Valentine Item ID#: 0167

Dear DVRPC,

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

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

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

Sincerely,
Scott Valentine
1459 E Cheltenham Ave
Philadelphia, PA 19124
215-743-6020

MPMS: By Sean Collins Item ID#: 0168

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sean Collins
1310 S 7th Street
Philadelphia, PA 19147
6102122835

MPMS: By Sherley Young Item ID#: 0169

Dear DVRPC,

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

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sherley Young
210 W. Washington Square, Apt 4NW
Philadelphia, PA 19106
2158284119

MPMS: By Silvia Ascarelli Item ID#: 0170

Dear DVRPC,

I'm a New Jersey resident who uses The Circuit Trails. I love the Lawrence Hopewell Trail, the Schuylkill River Trail is amazing, I've ridden much of the D&R Canal, some of the D&L Trail and I'll be spending this Sunday exploring the Pennypack Trail. So I bicycle on both sides of the state line. Plus I'm a huge, huge fan of the East Coast Greenway and the impact it can have on communities large and small. I've biked well over half its 3,000 miles.

While the Circuit trail segments that are complete are great -- separated from auto traffic, and often connected with our region's natural resources -- they, like the East Coast Greenway segments, need to be stitched together to realize their full potential.

I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel-ready" projects. Let's use it to push along the Circuit! It's great for residents' quality of life ... and I don't need to remind you that Amazon asked about trails and bike infrastructure in its HQ2 RFP. It's not the only company thinking that way.

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

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

Thank you! Here's to a healthier, more economically vibrant Greater Philadelphia!

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

Comments Received from Individuals

Various County

Sincerely,
Silvia Ascarelli
27 Melville Road
Princeton Junction, NJ 08550
6097990687

MPMS: By Spencer Shelly Item ID#: 0171

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

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

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

Sincerely,
Spencer Shelly
Doylestown
Doylestown, PA 18902
3026526587

MPMS: By Stan Barndt Item ID#: 0172

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

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

Sincerely,
Stan Barndt
3505 Gloucester Ln
Philadelphia, PA 19114
2158505404

MPMS: By Sterling Johnson Item ID#: 0173

Dear DVRPC,
I'm a Pennsylvania resident that uses The Circuit Trails, I'm conflicted: The trail segments that are complete are

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

Comments Received from Individuals

Various County

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Sterling Johnson
715 E Phil Ellena St
Philadelphia, PA 19119
2157351699

MPMS: By Steve Klein

Item ID#: 0174

Dear DVRPC,

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Steve Klein
1923 W. George St.
Philadelphia, PA 19130
2152849608

MPMS: By Steve Saddle mire

Item ID#: 0175

Dear DVRPC,

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

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

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Delaware - Chester Creek Trail Phase 2 MPMS #TBD;

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

Comments Received from Individuals

Various County

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

Sincerely,

Steve Saddlemire
88 Deborah Rd
Richboro, PA 18954
2153640992

MPMS: By Steven Furber

Item ID#: 0176

Dear DVRPC,

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

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

Sincerely,
Steven Furber
160 Beulah Road Doylestown
Doylestown, PA 18901
2672216315

MPMS: By Stuart Baird

Item ID#: 0177

Dear DVRPC,

I'm a Pennsylvania resident that uses some of the Circuit Trails. The trail segments that are complete are great: separated from auto traffic, and often connected with our region's natural resources. It would be even better if the various segments were connected with each other, with the highest priority being the Chester Valley Trail to the Schuylkill River Trail. I understand that there is \$10 million in construction funding that has not been utilized, due to lack of "shovel ready" projects.

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

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

Sincerely,
Stuart Baird
479 Old Forge Crossing

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

Comments Received from Individuals

Various County

Devon, PA 19333
610-688-2397

MPMS: By Sue Goldstein Item ID#: 0178

Dear DVRPC,

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

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

Sincerely,

Sue Goldstein
130 S 18th Street #1802
Philadelphia, PA 19103
9524128660

MPMS: By Susan Kahn Item ID#: 0179

Dear DVRPC,

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

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

Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,

Susan Kahn
1617 Spruce St Apt 201
Philadelphia, PA 19103
610 952-1775

MPMS: By Susan Shulman Item ID#: 0180

Dear DVRPC,

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

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Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
Montgomery - Pennypack Trail Extension MPMS #105484;

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

Comments Received from Individuals

Various County

Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Susan Shulman
47 W. Wildey St., Philadelphia
Philadelphia, PA 19123
12159642730

MPMS: By Terry Curtin Item ID#: 0181

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

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Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Terry Curtin
11 Ronald Circle
Oreland, PA 19075
215-817-5619

MPMS: By Theresa Grimes Item ID#: 0182

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

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Theresa Grimes
71 Township Line Rd
Line Lexington, PA 18932
2159977991

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

Comments Received from Individuals

Various County

MPMS: By Thomas Lawn **Item ID#: 0183**

Dear DVRPC,

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

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

Sincerely,
thomas lawn
1712 Wylie St
Philadelphia, PA 19130
4086349861

MPMS: By Thomas Tompkins **Item ID#: 0184**

Dear DVRPC,

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

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

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

Sincerely,
Thomas Tompkins
21 Cherry st
Willow Grove, PA 19090
2679707200

MPMS: By Thomas Vernon **Item ID#: 0185**

Dear DVRPC,

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

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

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

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

Comments Received from Individuals

Various County

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

Sincerely,
Thomas Vernon
2134 Spring St
Philadelphia, PA 19103
2155687811

MPMS: By Tim Suba Item ID#: 0186

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

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

Sincerely,
Tim Suba
1701 Locust St Unit 1715
Philadelphia, PA 19103
5713311340

MPMS: By Todd Lane Item ID#: 0187

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

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

Sincerely,
Todd Lane
2412 Spruce Street
Philadelphia, PA 19103

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

Comments Received from Individuals

Various County

2672510044

MPMS: By Tom Leahy Item ID#: 0188

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

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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tom Leahy
495 Shakespeare Dr
Collegeville, PA 19426
6104897161

MPMS: By Tracy Galloway Item ID#: 0190

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

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
Tracy Galloway
1636 kater st
Philadelphia, PA 19146
8083710867

MPMS: By Wendy Ankrom Item ID#: 0191

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

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

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

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Various County

Coalition:

Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
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Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Sincerely,
Wendy Ankrom
102 Cliff Ter
Wyncote, PA 19095
2152051628

MPMS: By Wesley Goodman-Levy Item ID#: 0192

Dear DVRPC,

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

I encourage you to take steps to push along the following projects, which have been prioritized by the Circuit Coalition at a rate where people who live here may actually see the change within a reasonable amount of time.

Montgomery - Pennypack Trail Extension MPMS #105484;
Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
Philadelphia -Spring Garden Street Greenway MPMS #105850

Also, I think you would do well to get the Trails along the Delaware river on the Philadelphia side moving as so many educated middle class people are moving into that area and are asking for better bike paths comparable to Schuylkill River trail.

Sincerely,
Wesley Goodman-Levy
2042 E Fletcher ST
Philadelphia, PA 19125
5109101129

MPMS: By William Ambruster Item ID#: 0193

Dear DVRPC,

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

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

Sincerely,
William Ambruster

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

Comments Received from Individuals

Various County

475 Penncrest Dr
Langhorne, PA 19047
609-326-4144

MPMS: **By William McDevitt** **Item ID#: 0194**

Dear DVRPC,
Few projects produce more productive results in reducing medical costs and preserving the environment than The Circuit Trails.

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

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

Sincerely,
William McDevitt
57 Colonial Dr
Havertown, PA 19083
6102591250

MPMS: **By William Oliver** **Item ID#: 0195**

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

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

Sincerely,
William Oliver
116 Exeter Road
Devon, PA 19333
610-496-7043

MPMS: **By William Tung** **Item ID#: 0196**

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

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

Comments Received from Individuals

Various County

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Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
Philadelphia -Spring Garden Street Greenway MPMS #105850
Sincerely,
William Tung
5120 Springfield Ave
Philadelphia, PA 19143
9732225690

Comments Received from Planning Partners

Delaware County

MPMS: By Tom Shaffer - Delaware County Planning Department Item ID#: 0197

I commend you and the rest of the DVRPC staff, PennDOT, the other member governments, and SEPTA on the development of the draft FY 2019-2022 TIP.

The following comments are editorial in nature, except for comment 9:

1. P. 22, 4th line: the projects are listed in Table 8.
2. P. 34, TIP Equity Analysis, 1st line: what is section 2.10.2?
3. Pp. 34 & 35: the total amount of investment planned for mappable projects is shown as two different figures in the 4th line of p. 34 and under the Table 10 heading on p. 35.
4. P. 37, Table 11, 4th column (12 Year Cost) heading should include "(1000s)."
5. P. 45, Progress toward Targets section, end of 1st and 2nd bullets: should Table "Y" be changed to Table "14"?
6. P. 66, Figure 7: Page numbers in seven of the boxes are incorrect and should be changed where they refer the reader to explanations or discussions.
7. P. 161, MPMS 15008 Folcroft Avenue Bridge: Improvement Type should be "Bridge Removal." It will not be repaired or replaced.
8. P. 163, MPMS 15225 Ardmore Avenue Bridge: Estimated Letting is 3/1/2018. This should be updated or, if already let, the project should be removed from the TIP.
9. P. 169, MPMS 69817 US 322, Project description: PennDOT should provide wording for the element of the project that will improve Chelsea Parkway, since it is not included in the description.
10. P. 174 MPMS 88407 I-95 Overhead Bridges: A let date should be shown since this project is under construction.
11. P. 176 MPMS 92739 Glenn Riddle o/Chrome Run: The title and description should be amended to correct the spelling – "Glen" is misspelled; in the description, "rehabilitation" is misspelled and the word "Creek" should be deleted. Is there a let date?

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

Comments Received from Planning Partners

Delaware County

12. P. 178 MPMS 93105 State Rd o/Darby Creek, Municipalities: name of township is "Upper Darby," not "Darby" Township. Is there a let date? Limits: "in Sprin" can be deleted.
13. P. 179 MPMS 95429 US 202 and US 1 Loop Road: Limits should be changed to "202/1 intersection and loop road." In 4th line of description, "le" should be changed to "left."
14. P. 182 MPMS 98218 South Avenue: in first line of description "Mulford" is misspelled.
15. P. 189 MPMS 110952 MacDade Blvd. and 110965 Marshall Road, "Media" should be deleted from Municipalities.
16. P. 190 MPMS 111021 Bethel Road Roundabout: "Bethel" is misspelled in three places. "Roundabout" is misspelled in title.
17. P. 338 MPMS 15407 Villanova Intermodal Station: Phase 1 of this project is under construction. Is there a let date?
18. P. 351 MPMS 60636 Elwyn to Wawa Rail Restoration: This project is under construction. Is there a let date?

Comments Received from Organizations/Agencies

Bucks County

MPMS: 88083 **By Sue Herman - Residents for Regional Traffic Solutions, Inc.** **Item ID#: 0198**

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

Draft DVRPC FY 2019 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION: May 27, 2018 # Pages: 372, #Attachments: 10+flash drive

RE: Project Name: Stoopville Road Improvements - Phase 2 (MPMS# 88083)

OBJECTIVE:

1) On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for Stoopville Road Improvements-Phase 2, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road.

(See Attachment I; 3/30/12 Bucks County Courier Times article titled "Engineers discuss phase two of Stoopville Road Improvement Project" and Advance of Bucks County article dated 4/5 - 4/11/12 titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2019 Stoopville Road Improvements - Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. Stoopville Road Improvements- Phase 2 (MPMS# 88083) should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

The current plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially- developed area.

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

Comments Received from Organizations/Agencies

Bucks County

2) Residents for Regional Traffic Solutions, Inc. (RRTS) implores the Regional Technical Committee and the DVRPC Board to oppose the intersection expansion in Stoopville Road Improvements - Phase 2, MPMS# 88083.

This expansion project will exacerbate an already volatile public safety issue that exists on Stoopville and Lindenhurst Roads. With great disregard for the safety of residents and travelers along these roads, the DVRPC and certain politicians continue their quest to construct an expressway in bits and pieces along Stoopville, Lindenhurst, and Swamp Roads. The expressway will facilitate future connection of Interstate 78 to Interstate 95, a "Northern Bypass". In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road.

It is wrong to construct an expressway here. The dangerous traffic conditions that already exist along these roads - as a result of the high volume of heavy truck traffic coming from four (4) Swamp Road quarries - have been well documented, both in writing and in the public forum. During winter conditions, rainy seasons, and heavy construction periods, the problem is even more exacerbated.

- Attachment II is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting. The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.

- Attachment III is RRTS's 6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: Stoopville Road Rehabilitation Project. Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled "BYPASSING THE BYPASS" that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods. (Note: We've enclosed a flash drive that contains the video from the CD-ROM.)

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.

- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for Stoopville Road Improvements-Phase 2. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Stoopville Road Improvements-Phase 1, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on-time deliveries.

- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.

- Instead, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "Northern Bypass". Today, it is known as an "Emerging/ Regional Corridor".

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

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Bucks County

- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment IV is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- Pages 2 -3 of Attachment IV show a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled "EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS". The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "Emerging/ Regional Corridor".
- In the DVRPC's 1988 Newtown Township Traffic Study, the "Northern Bypass Alternative" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "Northern Bypass Alternative":

(a) Page #61 (see pages 4-5, Attachment IV) is a map titled "Year 2000 Highway Network Northern Bypass Scenario". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "Northern Bypass" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "Northern Bypass" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

NOTE THE UPGRADED INTERSECTION AT STOOPVILLE ROAD AND ROUTE 413 (Durham Road).

(b) Page #62 states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes ... " Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from Penn DOT and it has, at least temporarily, been stopped.

© Page #64 states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."

(d) Page #60 states, "Level of service on ... Durham Road [Route 413] will be a function of the signalized intersections."

€ Page #73 states,
"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN THE CURRENT FY2019 Stoopville Road Improvements-Phase 2 (MPMS# 88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "Northern Bypass" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways. (To view the points of access, see Traffic Flow Map on page 11, Attachment 111.)
- In 2007 /2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "Northern Bypass" (now known as an "Emerging/Regional Corridor") can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer

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

Comments Received from Organizations/Agencies

Bucks County

consultant for the DVRPC's Bucks County Regional Traffic Study. In the Letter to the Editor titled "Don't scoff at better, modern roundabouts", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment V)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VI)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.

(a) At the first RTPTF meeting on 6/17 /04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment II: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero RE: RTPTF/ Southeastern Bucks League of Municipalities- Request for separate meeting dates and formal minutes).

(b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VII, "Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting"). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment III).

© After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the "Northern Bypass or Emerging/Regional Corridor", the North/South expressway to connect Interstate-78 to Interstate-95.

(d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 12/10/07 letter from RRTS to Barry Seymour RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.)

€ Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment VIII, 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal/Task Force Correspondence. This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo [see pages 91-92, Attachment II: 3/18/08 letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum]. A picture of the CD-ROM label without the DVRPC logo can be found in Attachment IX, along with Barry Seymour's 3/5/08 letter to RRTS Re: BCRTS Report Addendum.

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study (BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment X is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

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

Comments Received from Organizations/Agencies

Bucks County

[NOTE: The full 372-page comment, including 10 attachments and flash drive, is available in the DVRPC Resource Center for review.]

Chester County

MPMS: 93588 By Mimi Gleason - West Whiteland Township Item ID#: 0199

West Whiteland Township supports the funding programmed for Phases 1, 2 and 3 of the Exton Station Improvement Project (MPMS#93588). We are pleased that Phase 1 construction of high-level platforms, a new station building and other improvements soon will be completed and we look forward to Phases 2 and 3, with their promise for increased bus service, drop off areas and parking.

Exton Station currently is one of the busiest stations on the Paoli Thorndale rail line. Chester County's population is expected to increase by 150,000 people over the next 30 years, which only will increase demand for transportation options in commercial centers like Exton. The Main Street at Exton lifestyle center, as well as other commercial destinations including Exton Square Mall, will have easier access to the station when West Whiteland's multi-modal funded project to construct a bike and pedestrian path from the Chester Valley Trail to Exton Station is complete next year. However, the station still will not be easily accessed by its closest residential neighbors. There are over 1,000 housing units within one-half mile of the station, but most of those residents do not have easy bike or pedestrian access because of highway obstacles or lack of connected pathways. Furthermore, the two-lane pinch point on Pottstown Pike (PA 100) by the station creates significant congestion that occurs seven days a week – far beyond the usual rush hour peaks – restricting access that much more and discouraging commuters from using the station.

As a result, station accessibility is a priority for West Whiteland Township. We recently completed a TCDI-funded feasibility study for congestion mitigation and accessibility improvements on Pottstown Pike by Exton Station. The study committee included representatives from DVRPC, SEPTA, Chester County and neighboring commercial and residential developments. Concurrently, Township staff participated in the steering committee for DVRPC's Exton Train Station Concept Plan, which anticipates the planned improvements for Exton Station and prioritizes related improvements needed to accommodate them. Both studies recommend creating a four-way intersection at Pottstown Pike, Mountain View Drive/Walkertown Road and Whiteland Woods Boulevard. The new intersection would allow for multi-modal access to the station for neighboring residents and begin to address the significant congestion that exists on Pottstown Pike by the train station today. West Whiteland's feasibility study also confirmed that a third northbound lane on Pottstown Pike from the station to the Route 30 bypass can fit within existing infrastructure. Without that lane, the two-lane pinch point will continue to limit access to the station, making future plans for the station difficult to implement. West Whiteland Township intends to further develop plans for these recommended road improvements around Exton Station and hopes that these projects will be considered for future funding.

Thank you for taking our comments. West Whiteland welcomes the opportunity to work with SEPTA, DVRPC, PennDOT, Chester County and other partners to see that all of the planned improvements for Exton Station come to fruition.

Mimi Gleason
Township Manager
West Whiteland Township
610-363-1760

MPMS: By Bill Miller - Uwchlan Township Item ID#: 0200
May 18, 2018

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

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

Comments Received from Organizations/Agencies

Chester County

Re: FY 2019 DRAFT PA TIP
PA 113 - US 30 Bypass to Peck Road
Uwchlan Township, Chester County

As you are most certainly aware, the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road is a priority project for Chester County and is listed on their 2017 Chester County Priority Transportation List. Uwchlan Township is incredibly disappointed that this project is not listed on the PA 2019 Draft TIP. It is the Townships understanding, that both DVRPC and PennDOT chose not to fund any projects that are considered "capacity adding", with the exception of the US 30 Bypass Widening Project. In actuality, the Route 113 "Widening" Project is not so much of an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road, which will become more heavily traveled once the proposed improvements of the US 30 Bypass project are realized. The goal of the Rt 113 Widening is to eliminate the short, less than one mile, distance north of the bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a 3.5 mile distance ending at Jennifer Drive.

Uwchlan Township has spearheaded many partnership "capacity adding" projects in the past and those past projects have made possible much of the economic growth, that has been and continues to be seen, in Chester County. The previous widening of Route 113 north of Peck Road, the intersection of Route 100 & Route 113, the widening of Route 113 over the PA Turnpike, north, into West Pikeland Township and of course most recently, the widening of Route 100, south, down into West Whiteland Township. All of those projects were extremely successful and have helped immensely with the traffic flow in and out of Uwchlan and the central Chester County area.

The current situation on Route 113 leads to constant complaints from local residents and the traveling public. Because of the backups for vehicles heading south on 113, prior to Peck Road, many vehicles will turn off into the neighboring communities in an attempt to find quicker ways down into the Downingtown area. Sometimes the backups on 113 extend to the Lionville Elementary School. Uwchlan Township receives complaints from its residents on a regular basis about this situation and cannot afford to sit back and continue to allow it to happen, especially when it is ever so apparent that the problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed at 30 and Rt 113, which will allow traffic from westbound 30 to exit onto Rt 113.

The idea of only funding existing facilities makes sense when you are talking about a community or an area that is already built out, like Delaware County and Philadelphia, but for areas in Chester County that are still being built up, there needs to be consideration as to how vehicles will move about on the transportation network. In partnership with East Caln, Uwchlan Township would like to have DVRPC and PennDOT reconsider supporting the project to remove the bottleneck that currently exists on Rt 113 and add this project to the PA TIP.

Thank you very much for your consideration in this matter. If you should have any questions or require any additional information, please do not hesitate to contact me. Uwchlan Township residents and the traveling public look forward to your response to this letter.

Sincerely, Bill Miller
Chairman
Uwchlan Township Board of Supervisors

Copy: State Senator John Rafferty
State Representative Becky Corbin
Doug Hanley, Uwchlan Township Manager
Barbara Kelly, East Caln Township Manager
Brian Styche, RLA, AICP, Chester County Planning Commission
Ted Gacomis, PE, CPESC, Edward B. Walsh & Associates, Inc. (EBWA)
Kristin Boldaz, PE, EBWA

Montgomery County

MPMS: 105077 By Don Delamater - Lower Providence Township Item ID#: 0201

Good morning,

Please find attached a TIP Comment letter from Lower Providence Township. The original will be mailed to the

Friday, June 22, 2018

Page 83 of 89

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

Comments Received from Organizations/Agencies

Montgomery County

address provided.

Thank you for your consideration.

Donald D. Delamater
Township Manager
Lower Providence Township
100 Parklane Drive
Eagleville, PA 19403
610 635-3526 (direct)
610 539-8020 (main)

May 14, 2018
TIP Comments -
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: TIP Comments - MPMS #105077
S.R. 4004, Sec. MTF
Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project

To Whom It May Concern:

Lower Providence Township received the notice from the DVRPC advising of the 30-day Public Comment period for the Draft DVRPC FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22). During a review of the Draft TIP, we noticed that the S.R. 4004, Sec. MTF project (MPMS #105077) was not included in the project list.

The existing Park Avenue, Eagleville Road and Crawford Road intersection is an offset, unsignalized intersection with no auxiliary turning lanes, insufficient shoulders, and extensive horizontal and vertical topography challenges, as well as being adjacent to Mine Run. This intersection experiences high volumes and a significant number of crashes. The DVRPC, Montgomery County and the Township have prepared analyses that recommend improvements at this location to address the rear-end and angle crashes that result from its existing geometry and the surrounding topography. To compound the unsafe conditions that currently exist, the annual daily traffic numbers are nearly 11,000 vehicles for Park Avenue, nearly 7,000 vehicles for Eagleville Road and nearly 3,500 for Crawford Road. The purpose of the S.R. 4004 Sec. MTF project is to provide an intersection that is capable of efficiently and safely handling the existing and expected traffic while eliminating structural deficiencies and reducing traffic collisions. It should be noted that both Park Avenue and Eagleville Road are state-owned roads but the Township saw the need to improve this intersection and initiated the engineering phase including allocating funding to cover these costs.

The Township is currently preparing preliminary and final designs which will provide for a realigned, signalized intersection. The preliminary engineering is expected to be completed in December 2018 and the final design plans, specifications and estimates should be completed in March 2020. At that point, the project will be ready to go to construction if adequate funding is allocated.

Based on preliminary estimates, the total project cost (engineering and construction) is estimated to be \$9,000,000. The Township has already received a PennDOT 2014 Multimodal Transportation Fund Grant for \$1,000,000 towards the cost of engineering and a \$2,000,000 Penn DOT 2017-2018 Multimodal Transportation Fund Grant towards the cost of construction. In addition, the Township has allocated over \$2,000,000 of its own local funding towards the engineering and construction costs for this project. As you can see, Lower Providence Township has secured over \$5,000,000 of funding towards this project which is more than 50% of the total estimated costs.

Therefore, Lower Providence Township is imploring you to consider adding the S.R. 4004, Sec. MTF project that includes the signalized realignment of Park Avenue, Eagleville Road and Crawford Road to the TIP. The project also includes two new structures over Mine Run as a result of the widening and realignment. The Township is concerned that we will have completed the engineered plans but will not have the additional funding needed for construction and will be forced to forfeit the resources already secured for this vital project.

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

Comments Received from Organizations/Agencies

Montgomery County

Thank you for your consideration.

Very truly yours,
Donald D. Delamater
Township Manager

Copy:
Senator John C. Rafferty, Jr.
Representative Michael Corr
Matthew Edmond, Montgomery County
Greater Valley Forge TMA

MPMS: 16239 By Jamie Gwynn - New Hanover Township Item ID#: 0202

New Hanover Township is in support of this bridge replacement project as this section of New Hanover Road provides a critical link between Big Road (S.R. 0073) and Swamp Pike for residents and commuters. The Township is concerned about the timing of the actual construction given that the bridge is currently posted and is structurally deficient. According to the DRAFT TIP the final design, right-of-way, and utility phases will be funded through 2020; however, the actual construction is not scheduled on the DRAFT TIP to be funded until 2027, even though the MPMS sheet for this project has an estimated let date of 2022. The Township's main concern is the impact to residents and commuters if the bridge needs to be closed for a year or more prior to construction given its condition. If possible, the Township would request that the construction funding occur sooner.

MPMS: 16741 By Jamie Gwynn - New Hanover Township Item ID#: 0203

New Hanover Township is in support of this bridge replacement project, which will also add capacity to the adjacent signalized intersection of Swamp Pike/North Charlotte Street (S.R. 0663) with the extension of the storage area for the southbound left-turn lanes, as well as the incorporation of sidewalks to accommodate area pedestrians.

MPMS: 77211 By Aaron Bibro - Hatfield Township Item ID#: 0204

This project needs to be a bigger priority. The truck traffic on the local roads in Hatfield, Towamencin, Souderton, and Franconia has become unbearable for the local communities. This connection is crucial for the long-term success of these municipalities and businesses in the region.

MPMS: By Bob Mensch - PA State Senate Item ID#: 0205

May 21, 2018
PA TIP Comments
C/O DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 29106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA
To Whom It May Concern,

I write in support of Lower Salford Township's recent letter commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22.

I strongly support adding the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project will relocate a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypassing an existing 6-leg intersection which has been a location of constant congestion and concern.

The SR 113 Relocation Project has an estimated cost of \$7 million and includes several improvements including the relocation of 5200 LF of SR 113 passing through Lederach, the addition of pedestrian sidewalk and shared use path along the relocated portion, removal of a portion of the existing SR 113 near Landis Road, signal modification at the existing intersection of SR 113 and Landis Road, and stormwater management facilities.

Lower Salford Township has demonstrated their commitment to this project by reserving the necessary Right of Way for the SR 113 Relocation over the course of several years. In addition, they have acquired over 12 acres of property for the transportation improvements. They have also committed to locally funding the preliminary engineering phase of the project and they have completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be

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

Comments Received from Organizations/Agencies

Montgomery County

applied to this project.

Lower Salford Township has also been working with PennDOT District 6-0 in conjunction with the Department's SR 63 bridge project (MPMS #50646). The proposed detour for this project will directly impact the Lederach Village's 6-leg intersection. A traffic signal will be installed in this intersection, however, the relocation of SR 113 around Lederach has been researched thoroughly and is one of the best solutions to the overall operation and efficiency of traffic flow in the area. This project would not only reduce traffic congestion, but it will improve the walkability and safety of the Lederach Village setting.

Thank you in advance for your consideration. Please do not hesitate to contact me should you have any additional questions.

Sincerely,
Bob Mensch, State Senator, 24th District
Majority Caucus Chair

CC: Mr. Joseph Czajkowski, Lower Salford Township
Mr. Matthew Edmond, Montgomery County Planning Commission

MPMS: By David Dodies - Upper Moreland Township Item ID#: 0206

To whom it may concern:

May 22, 2018

I write on behalf of the Board of Commissioners of Upper [Moreland] Township to express the Township's displeasure with the Draft 2019-2022 Transportation Improvement (TIP); specifically, the decision by DVRPC to exclude funding for improvements to the Willow Grove Interchange of the Pennsylvania Turnpike.

The need for improvements at the Willow Grove Interchange has been documented by Township funded studies and strongly supported by the Montgomery County Planning Commission. The Montgomery County Turnpike Corridor Reinvestment Project (2015) noted "the Willow Grove Interchange is proposed to be improved to avoid back-ups on Route 611 (and) include two lane southbound access from Route 611." It is further stated that "Willow Grove will remain one of Montgomery County's largest employment areas...and the Transportation Vision includes a more efficient and modern Willow Grove Interchange; (and) significant road and intersection improvements in the Route 611 Corridor."

Upper Moreland Township has ample information to support the importance of improvements to the Willow Grove Interchange which the Township will gladly share with DVRPC. The project has also garnered the support of the Montgomery County Planning Commission as shown not only through the above referenced study but also by the Commission's decision to submit such improvements to DVRPC for inclusion on the new 2019 Draft TIP as a "priority" project.

The Township therefore respectfully requests that the draft DVRPC 2019-2022 be amended to include the listing of and funding for improvements to the Willow Grove Interchange. Please include this statement as part of the public record documenting the approval process for the new TIP.

As submitted on behalf of Upper Moreland Township.

David A. Dodies
Township Manager
Upper Moreland Township
(215) 659-3100

MPMS: By Kim Gephart - Lower Salford Township Item ID#: 0207

Attached please find a copy of the letter Lower Salford Township has sent regarding the 2019 Draft Transportation Improvement Plan for FY19-22. A hard copy has also been sent in the mail.

Thank you,
Kim Gephart
Administrative Assistant
Lower Salford Township
379 Main Street

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

Comments Received from Organizations/Agencies

Montgomery County

Harleysville, PA 19438
215-256-8087
215-256-4869 (Fax) May 11, 2018

PA TIP Comments
Lower Salford Township
Board of Supervisors
379 MAIN STREET
HARLEYSVILLE, PA 19438-2309
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th FL
Philadelphia, PA 19106-1520
RE: 2019 DRAFT Transportation Improvement Plan (FY19-22) Comments
SR 113 (Harleysville Pike) Relocation Project around Lederach Village
Lower Salford Township, Montgomery County, PA

To Whom It May Concern:

Please accept this correspondence as the "Official Letter" from Lower Salford Township commenting on the 2019 Draft Transportation Improvement Plan (TIP) for FY19-22. Lower Salford Township is disappointed in our review of the current draft and is requesting your reconsideration and support to add the proposed SR 113 (Harleysville Pike) Relocation Project to the 2018 Draft TIP. This project has been a priority of the Township for many years. The project is the relocation of a portion of SR 113 (Harleysville Pike) between Landis Road and Whittaker Way around the Village of Lederach, including bypass of an existing 6-leg intersection which continues to be a location of congestion and concern for the Township.

The SR 113 Relocation Project is estimated to have an overall cost of \$7,000,000 and includes the following improvements:

- Relocation of approximately 5200 LF (existing) of SR 113 currently passing through the small village of Lederach
- Addition of pedestrian sidewalk and shared use path along the relocated portion and within the village of Lederach
- Removal of a portion of the existing SR 113 near Landis Road
- Signal modification at the existing intersection of SR 113 and Landis Road
- Stormwater Management Facilities

The Township has a proven commitment to the completion of the SR 113 Relocation Project as shown by the following:

1. Over the years, Lower Salford has made it a priority to obtain and reserve the necessary Required Right of Way for the SR 113 Relocation. Over 12 acres of property, except for one small piece at the intersection of Landis Road, has been acquired for transportation improvements in the name of Lower Salford Township.
2. The Township is committed to locally funding the Preliminary Engineering phase of the project in order to more quickly advance design through the PennDOT Project Delivery Process.
3. Lower Salford has completed a recent Act 209 update in 2018 in which the majority of the traffic impact fees will be applied to this significant project.

More recently, Lower Salford Township has worked with PennDOT District 6-0 in conjunction with the Department's SR 63 Bridges Project (MPMS #50646) since the proposed detour route will impact the Lederach Village 6-leg intersection. As a result of this detour, a traffic signal will be installed at the 6-leg intersection. The Township recognizes that this will improve the safety of the intersection, however, it will further degrade the efficiency of traffic flow through this area. Extended queues are projected to occur during both the AM and PM peak hours due to the volume of traffic in the area, and virtually no room is available for widening to add capacity. Relocation of SR 113 around Lederach has been well documented as the only true solution to improve the overall operation and efficiency of traffic flow through this area. It is also viewed as an opportunity to improve the walkability and safety of the Lederach Village setting.

Even though the Township supports the installation of a traffic signal at the Lederach intersection, the traffic signal will not reduce or eliminate the need for this significant capital improvement. It will, in fact, heighten the need for the relocation project to occur even sooner.

Thank you in advance for your reconsideration. Please contact me at 215-256-8087 or

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

Comments Received from Organizations/Agencies

Various County

In addition, we support investments that focus on improving the experience of commuting and traveling on the existing transit network. The following project will help adapt the system we built for prior generations to connect and serve the needs of future generations.

- Regional Rail Car Acquisition, MPMS# 60638

Thank you for the opportunity to offer these comments and for the work you do to advance Greater Philadelphia's competitiveness.

Sincerely,
Claire M. Greenwood
Executive Director

**Public Comments on the
Draft DVRPC FY2019
Transportation Improvement
Program (TIP) for
Pennsylvania (FY19-22)
Received **After** the Public
Comment Period Closed**

Comments Received after June 3, 2018

BECKY CORBIN
STATE REPRESENTATIVE
155TH LEGISLATIVE DISTRICT

52A East Wing
P.O. Box 202155
Harrisburg, PA 17120-2155
Phone: (717) 783-2520
Fax: (717) 782-2927

180 Gordon Drive
Suite 106
Exton, PA 19341
Phone: (610) 524-5595
Fax: (610) 524-5667



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

ENVIRONMENTAL RESOURCES
AND ENERGY

HEALTH

JUDICIARY

RULES

URBAN AFFAIRS

RepCorbin.com
Facebook.com/RepCorbin
bcorbin@pahousegop.com

June 11, 2018

PA TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

**Re: Draft FY2019 Transportation Improvement Program (TIP) for Pennsylvania
PA 113 – US 30 Bypass to Peck Road
Uwchlan Township, Chester County**

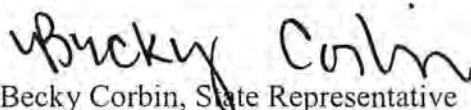
We are writing to express our support of Uwchlan Township's efforts to have the PA Route 113 roadway "widening" project from the US 30 Bypass to Peck Road included on the Draft FY2019 TIP for Pennsylvania. The Route 113 "widening" project is not an actual widening and capacity adding project as it is a project to remove an existing pinch point on a heavily traveled road.


The goal of this project is to eliminate the short, less than one mile, distance north of the US 30 Bypass where the roadway section is constricted from a three and four lane cross-section down to just two lanes prior to widening out to a four and five lane cross-section for a three and a half mile distance ending at Jennifer Drive.

Currently, Route 113 is constantly backed up throughout the day with numerous motorists taking detours through the surrounding neighborhoods. This problem will be exacerbated by the widening of the US 30 Bypass and the interchange revisions being proposed for westbound Route 30 Bypass and Route 113.

We are requesting that the Pennsylvania Department of Transportation and the Delaware Valley Regional Planning Commission reconsider supporting the project to remove the bottleneck that currently exists on Route 113 and add this to the Draft FY2019 TIP for Pennsylvania.

Very truly yours,


Becky Corbin, State Representative
155th Legislative District


John C. Rafferty, Jr., State Senator
44th Senatorial District

BC/cm

cc: Leslie Richards, Secretary of Transportation
Uwchlan Township



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

M Bassat <M.Bassat.1414920@muster.com>

Sun, Jun 10, 2018 at 9:23 PM

Reply-To: mdb490@gmail.com

To: tip@dvrpc.org

Dear DVRPC,

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

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

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

Sincerely,

M Bassat

[990 Spring Garden](#)

[Philadelphia, PA 19123](#)

2154903121



Circuit Trail Upgrade and Expansion

Herbert Campbell <Herbert.Campbell.1025738@muster.com>

Sun, Jun 10, 2018 at 1:18 PM

Reply-To: fast_is.6568@yahoo.com

To: tip@dvrpc.org

Dear DVRPC,

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

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

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

Sincerely,

Herbert Campbell
P.O. Box. 20927
Philadelphia, PA 19141
(215)397-2684

**Agency Responses to
Public Comments on the
Draft DVRPC FY2019
Transportation Improvement
Program (TIP) for
Pennsylvania (FY19-22)**

Responses Received by June 22, 2018

Summary of Agency Responses

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

Comments Received from Individuals

Chester County

Bicycle/pedestrian improvement requests - Route 29 Corridor in Chester County
Item ID: 0001

Agency Response by DVRPC:

Thank you for your comment. One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. As you correctly note, we must consider all modes with every project to reach this goal. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Delaware County

MPMS #110965 - Marshall Road Corridor Safety Improvements
Item ID: 0002

Agency Response by PennDOT:

As part of the design process, the department will perform the engineering and traffic study to determine the need of appropriate traffic control. If found to be warranted, they will be incorporated in to the project. Thanks for your interest in highway safety and mobility.

Philadelphia County

Bicycle/pedestrian improvement requests - Oppose roadway widening
Item ID: 0003

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

Intercity rail
Item ID: 0004

Agency Response by PennDOT:

Thank you for your comments regarding intercity passenger rail investments. PennDOT, SEPTA, and Amtrak are continuously coordinating and planning improvements to the rail corridor. Current priorities focus resources on maintaining the infrastructure in a state of good repair and compliance with the ADA accessibility.

MPMS #108090 - Citywide Resurfacing 106
Item ID: 0005

Agency Response by Philadelphia County:

Thank you for your comment. The City has also recognized the need for resurfacing of this section of Trevoise Rd., and has programmed this work to be completed using 100% local City funds during the 2018 paving season.

Summary of Agency Responses

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

MPMS #88085 - Byberry Road Bridge Replacement
Item ID: 0006, 0007, 0008, 0009, 0010, 0011, 0012, 0013

Agency Response by PennDOT:

The new Byberry Road Bridge itself will not have a weight restriction. This is consistent with the expenditure of public funds to allow travel along highways for vehicles not exceeding legally allowable loads. Byberry Road is a street owned and maintained by the City of Philadelphia; therefore, any travel restrictions are within their purview. "No Through Trucks" signs have been posted by the City to address any related concerns along Byberry Road.

The new Byberry Road bridge (and the approaches) will include new sidewalks on either side. Bicycle traffic will be accommodated across the new bridge sharing the roadway with all other vehicles.

Agency Response by Philadelphia County:

The City appreciates your concerns related to truck traffic on Byberry Road. While the new bridge itself will not be weight restricted, the currently posted restrictions on through truck traffic will remain in place after the project is completed.

Request to add proposed project to the TIP - Aerial Gondola to the Navy Yard
Item ID: 0014

Agency Response by Philadelphia County:

The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new projects was so limited that only one or two priority projects in each county were included. The City of Philadelphia, DVRPC, and the region's planning partners encourage you to participate in regional discussions to prioritize transportation improvements.

Various County

Bicycle/pedestrian improvement requests - Safety and Priority
Item ID: 0015

Agency Response by DVRPC:

One of the five core principles of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia is to create an integrated, multimodal transportation network. Throughout the process of developing the Draft FY2019 TIP for PA, DVRPC worked closely with PennDOT, county, and local, and other partners to implement the PennDOT Connects policy for all new projects. The goal of PennDOT Connects is to consider the needs of local communities at the beginning of the planning process, in order to ensure that PennDOT's investments are as effective as possible for the communities in which they are located, while also reducing delays and cost increases caused by issues identified late in the project delivery process. As part of the PennDOT Connects process, improvements for pedestrians and bicyclists are specifically considered before a project even begins Preliminary Engineering. In the DVRPC region, our process also includes working closely to evaluate surface treatment projects for opportunities to improve pedestrian and bicycle facilities, for example by striping an existing shoulder as a bike lane.

Connect Circuit Trails by advancing priority projects in the Circuit Line Item
Item ID: 0020, 0021, 0022, 0023, 0024, 0025, 0026, 0027, 0028, 0029, 0030, 0031, 0032, 0033, 0034, 0035, 0036, 0037, 0038, 0039, 0040, 0041, 0042, 0043, 0044, 0045, 0046, 0047, 0048, 0049, 0050, 0051, 0052, 0053, 0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062, 0063, 0064, 0065, 0066, 0067, 0068, 0069, 0070, 0071, 0072, 0073, 0074, 0075, 0076, 0077, 0078, 0079, 0080, 0081, 0082, 0083, 0084, 0085, 0086, 0087, 0088, 0089, 0090, 0091, 0092, 0093, 0094, 0095, 0096, 0097, 0098, 0099, 0100, 0101, 0102, 0103, 0104, 0105, 0106, 0107, 0108, 0109, 0110, 0111, 0112, 0113, 0114, 0115, 0116, 0117, 0118, 0119, 0120, 0121, 0122, 0123, 0124, 0125, 0126, 0127, 0128, 0129, 0130, 0131, 0132, 0133, 0134, 0135, 0136, 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145, 0146, 0147, 0148, 0149, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0157, 0158, 0159, 0160, 0161, 0162, 0163, 0164, 0165, 0166, 0167, 0168, 0169, 0170, 0171, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179, 0180, 0181, 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189, 0190, 0191, 0192, 0193, 0194, 0195, 0196

Agency Response by DVRPC:

Thank you for the comments and your interest in the Circuit Trails. The projects that have been identified are moving through a complex multi-year design development and project delivery process and vary in schedule once design has begun. Each project is being sponsored locally and it is ultimately the project sponsors that are responsible for advancing these projects to construction with support and guidance from PennDOT. A PennDOT project manager has been assigned to each project that has an MPMS #, and each of these projects has been listed on the TIP in a line item in order to assign a PennDOT project manager that has the skills and resources to guide the project sponsor through the multi-year development process. The intent is to help develop a pipeline of "Shovel ready" trail projects that will be able to take advantage of various federal and state funding opportunities for construction.

Summary of Agency Responses

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

General requests, concerns, and/or questions Item ID: 0016

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by SEPTA:

SEPTA's Capital Program continues to focus on bringing existing vehicles and infrastructure to a State of Good Repair and the Authority has a plan to bring its assets to a State of Good Repair over the next 20 years with the federal, state and local resources, enhanced in 2013 with the passage of State Act 89.

Not supportive of projects Item ID: 0017

Agency Response by DVRPC:

Thank you for your comment. Completing the Circuit trail network is an important component of DVRPC's Connections 2045 Long Range Plan for Greater Philadelphia. The Circuit Coalition is a collaboration of more than 65 nonprofit organizations, foundations, local governments, and agencies who believe The Circuit will make our region stronger by providing a place for healthy transportation and recreation, connecting our communities to green space, and making our neighborhoods more attractive places to live and work.

Project Benefit Evaluation Item ID: 0018

Agency Response by DVRPC:

All PennDOT projects are subject to a rigorous safety review, and safety is a frequently unspoken, but never forgotten goal. The DVRPC Project Benefit Criteria lists safety as the second most important criteria, as voted by our partner agencies and member governments, and was specifically designed to give credit to project locations that not only coincided with the safety network, but to projects with scopes that addressed the identified safety need. Further, the safety criteria are being refreshed with new data sets this calendar year for both PA and NJ. DVRPC is currently in the process of revising the Project Benefit Criteria and we expect this evaluation process to continue to improve.

Summary of Agency Responses

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

Safety Performance Management Measures Rule
Item ID: 0019

Agency Response by DVRPC:

This is the first time that State DOTs and MPOs have adopted targets legislated as part of the MAP-21 federal transportation authorization. It has been a challenging process involving a great deal of coordination and analysis, and it is clear that the resulting targets are confusing to the public and require explanation beyond simple reporting of a number. Thank you for your comment, as we will work to address this issue and include language to better explain the targets in the final FY2019 TIP document. We have also shared your comment with our DOT partners to inform them of the public reaction to their established targets.

In the 2017 update of its Strategic Highway Safety Plan, PennDOT set a goal of reducing fatalities and serious injuries on its roadways by 2% per year. The Pennsylvania Statewide Safety Targets shown in the FY2019 TIP incorporate this 2% reduction. However, this is not readily apparent because of the specific calculation Pennsylvania is required to use for the baseline and target numbers. Using a 5-year average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number. This was noted by a number of states during the federal safety performance measure rule-making process, but this method of calculation remained in the final rule.

The higher target number for the Serious Injury calculation is a direct result of the fact that in 2016, Pennsylvania's definition of a Serious Injury changed to include many injuries not previously counted as serious. This increased the 2016 Serious Injury number significantly. The 5-year average baseline calculation uses this higher 2016 number once as part of calculating the average. For the target calculation, even while projecting a 2% reduction in 2017 and 2018, the calculation uses higher numbers 3 times in calculating the average (due to the definition change), resulting in a higher target than baseline number.

The same principle applies to the baseline and target calculations of the Non-motorized Fatalities and Serious-Injuries. Non-motorized crash numbers are lower overall, and therefore, subject to annual fluctuations much greater than 2% up or down. If the baseline average includes a 5th-year number that is significantly higher or lower, then the target average will include 3 years of significantly higher or lower numbers.

It is true that the targets are conservative, given that this is the first round of trying to quantify how to address safety with targets. PennDOT and NJDOT both produced conservative targets, and DVRPC supported the state targets to align regional efforts with state goals, at least this time around. We expect that as successes are made toward these initial targets and experience is gained in developing and documenting the progress, states will set more aggressive targets in the future. DVRPC is open to establishing regional targets in the future.

In summary, the expectation is that through a continued focus on implementing safety improvements, PennDOT's and DVRPC's safety performance measure targets will reduce the numbers of fatalities, serious injuries, and non-motorized fatalities in Pennsylvania.

Comments Received from Planning Partners

Delaware County

Technical corrections

Item ID: 0197

Agency Response by DVRPC:

DVRPC thanks you for your detailed review of the Draft TIP and will make the editorial edits as necessary. With regards, to your comment on Let Dates for SEPTA projects, SEPTA does not use Let Dates. SEPTA uses Notice to Proceed (NTP) dates, which usually immediately follow the contract award. The NTP date for the Elwyn to Wawa Rail Restoration project (MPMS #60636) was March 1, 2018, and the NTP date for the Villanova Intermodal Station: Phase 1 (MPMS #15407) was April 7, 2016. Due to the Transit TIP containing multiple programs, as opposed to individual projects, excluding the above projects, it is very challenging at this point in time for SEPTA and DVRPC to incorporate Notice to Proceed dates. DVRPC will work with SEPTA to have as much information as possible be shown in the TIP Reports. With regards to your comment on clarifying the description of the US 322, Featherbed Lane to I-95 (Section 102) - MPMS #69817, DVRPC will incorporate wording for the Chelsea Parkway improvements. Please see the List of Recommended Changes.

Agency Response by PennDOT:

Plan detail regarding Chelsea Parkway is included in the project website (<http://us322conchester.com/project-information/section-102/chelsea-parkway-bethel-avenue/>). Significant improvement is planned for Chelsea Parkway and Bethel Avenue intersection with US 322. All planned improvements are described at the project website.

Summary of Agency Responses

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

Comments Received from Organizations/Agencies

Bucks County

MPMS #88083 - Stoopville Road Improvements - Phase 2
Item ID: 0198

Agency Response by PennDOT:

Dear Ms. Herman,

In response to your draft DVRPC FY2019 TIP for Pennsylvania written testimony for the Stoopville Road Phase II project (MPMS#88083), we offer the following:

According to information provided to the Department by the project sponsors (the municipalities listed above), on March 28, 2012, the Newtown Township Board of Supervisors held a special meeting to discuss the Stoopville Road Phase II project. At this meeting, the design consultant, Gilmore & Associates, Inc., presented the design of the project.

The main subject that you discussed in your written testimony was an association of the Stoopville Road Phase II project with a future "Northern Bypass" project and the subsequent abandoning of the original plan to address serious public safety issues along Stoopville Road. While we hear your concerns, at no time was the original plan for Stoopville Road as outlined by the project sponsors abandoned. The scope of the project has remained essentially the same since its inception. The Stoopville Phase II project has been designed as a separate and independent project to address concerns and needs along that corridor.

It is the Department's belief that the Stoopville Road Phase II project addresses vehicular and pedestrian traffic safety issues which is the initial intended purpose of the project as presented by the project sponsors to DVRPC and its members. It is for this reason that the Department continues to support the inclusion of the project on DVRPC's FY 2019-2022 TIP for Pennsylvania.

We hope the information provided above sufficiently addresses your concerns. If you have any additional questions, please contact Brian D. Rasiul, P.E., District Consultant Project Manager, at 610-422-2378 or c-brasiul@pa.gov.

Sincerely,

Kenneth McClain
District Executive

cc: Charles H. Davies, Assistant District Executive – Design
Eugene Blaum, District Press Officer
Vito Genua (Gannett Fleming, Inc.)
Brian Rasiul (Pennoni Associates Inc.)

Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Chester County

MPMS #93588 - Exton Station
Item ID: 0199

Agency Response by DVRPC:

Thank you for your comment. DVRPC appreciates the engagement from West Whiteland Township and looks forward to working together with our regional partners to implement the Exton Station improvements.

Agency Response by Chester County:

Chester County fully supports the advancement of the Exton Station plans, which includes providing safe pedestrian connections and better vehicular movement to and within the vicinity of this important stop on the Paoli/Thorndale line. A safe pedestrian connection between the station, the Main Street development and the Chester Valley Trail is most needed and alternatives to accomplish this have been identified as part of the station study and through the planning efforts of West Whiteland. The proposed improvements to PA 100 identified through the TCDI funded study will help to provide better access to the station for everyone, and particularly local residents with the proposed new intersection at Mountain View that includes pedestrian walkways and crossings. The proposed additional northbound travel lane from the Pottstown Pike on ramp to the US 30 bypass will help to alleviate one of Chester County's most congested roadways and eliminate a congestion bottleneck. In the wake of the growth that is occurring in the Exton area, we fully support the advancement of these multimodal transportation improvements as expeditiously as possible.

Summary of Agency Responses

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

Request to add proposed project to the TIP - PA Route 113 widening
Item ID: 0200

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. New technologies and multimodal transportation options have proven to offer better solutions to transportation problems and are typically less expensive than building new roadways. Experience has also shown that new roadway capacity induces new demand, which leads to even higher levels of congestion in the future, and adds even more to the already insurmountable back log of good repair needs. For all of these reasons, the Long-Range Plan and Transportation Improvement Program have limited funding for roadway expansion projects.

In addition, PennDOT has a prescribed investment plan which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Chester County:

Chester County agrees with the comments provided by Uwchlan Township regarding the addition of the PA 113-US 30 Bypass to Peck Road to the PA TIP. Having worked with our partner counties and agencies in the development of the DRAFT PA TIP, we fully understand that there is limited capacity to add new projects to the TIP due to the limited funding available with this being the first time in many years where we have been able to add new projects as part of the biennial update. This specific project in Uwchlan Township was one of our candidate projects and the recognition that we would only be able to add one or two projects to the TIP illustrates just how important we feel this project is to the overall transportation system in Chester County. We generally agree with the concept of being able to operate and maintain our existing roadways in a state of good repair, however Chester County is forecast to receive the most significant growth in the DVRPC region over the next 25 years. This growth will require some system expansion in specific locations to maintain the functionality of the roadway system as a whole. The funded reconstruction of the US 30 Coatesville to Downingtown Bypass which is programmed to include additional capacity east of Reeceville Road AND the creation of a full interchange at PA 113 will only add even more volume to an already congested roadway proposed to be alleviated by the improvements associated with the PA 113-US 30 Bypass to Peck Road project. While DVRPC's response addresses the rationale and general applicability of the Long Range Plan policy toward maintaining a state of good repair versus adding system capacity, it does not address the specific project for which the comment was provided. The PA 113-US 30 Bypass to Peck Road project is specifically designed to eliminate a congestion bottleneck. This bottleneck is created by a less than one mile stretch of roadway of two lanes located between a three and four lane cross section to the south and a four to five lane cross section to the north on a major thoroughfare between the US 30 Bypass and the PA Turnpike and PA 100 to the north. This bottleneck is a peak hour congestion issue now that will only worsen once the full interchange at PA 113 on the US 30 Bypass is constructed.

Summary of Agency Responses

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

Montgomery County

MPMS #105077 - Park Avenue, Eagleville Road, Crawford Road Intersection Improvement Project Item ID: 0201

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The Park Avenue / Eagleville Road / Crawford Road Intersection Improvement Project is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

MPMS #16239 - New Hanover Square Road Bridge Item ID: 0202

Agency Response by PennDOT:

With funding now programmed for all phases, PennDOT will work towards finishing all design phases by 2020 in anticipation of advancing construction to that year as well.

MPMS #16741 - Swamp Road at PA 663 SR:0663 Item ID: 0203

Agency Response by PennDOT:

Thank you for your support of the Swamp Road at PA 663 project.

MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2) Item ID: 0204

Agency Response by PennDOT:

This project let date has been moved up from previous target of 2022 to 2020. Project design team is diligently working on the project at this time. A public plans display for the project was held on October 19, 2017. Additional public engagement regarding different aspects of the project is expected in near future.

Summary of Agency Responses

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

Request to add proposed project to the TIP - SR 113 (Harleysville Pike) Relocation Project Item ID: 0205, 0207

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the SR 113 (Harleysville Pike) Relocation Project around Lederach Village. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. The SR 113 (Harleysville Pike) Relocation Project around Lederach Village is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore can be considered for inclusion into a future TIP update should adequate funding be available.

Request to add proposed project to the TIP - Willow Grove Interchange Improvements Item ID: 0206

Agency Response by DVRPC:

DVRPC continues to work closely with its planning partners to identify and move forward with a variety of transportation projects that improve access, modal options, and the efficient use of existing facilities. Within the region's Long-Range Transportation Plan, the main focus is fix-it-first strategies, followed by improvements to the existing system, and then to implement system expansion projects only in limited instances when conditions warrant.

The DVRPC region has very old infrastructure. The median state-owned bridge age in the five-county southeastern Pennsylvania region is 56 years, meaning the typical bridge has outlived its 50-year design life; while the median locally-owned bridge age is 84 years. There is also a substantial backlog of repair needs for pavement, signals, and other transportation infrastructure. In short, our transportation needs greatly exceed available funding.

The FY2019 PA TIP was the first time in several updates of the TIP that DVRPC was able to solicit new project candidates from the counties. However, there was only capacity to add one or two new of these candidates in each county. Another important consideration in developing the TIP is PennDOT's prescribed investment plan, which guides regional investments based on existing asset conditions in every region throughout the state.

Agency Response by Montgomery County:

Thank you for your support of the I-276 Willow Grove interchange improvements project. The FY2019 TIP is the first in many years to include capacity for new County Priority projects. However, available funding for these new priority projects was so limited that only one or two projects in each county were included. DVRPC and its planning partners agree that the Willow Grove interchange area is important to managing growth throughout the PA 611 corridor. A package of improvements in and around the interchange is a recommended future project in Montgomery County's comprehensive plan, Montco 2040: A Shared Vision, and therefore will be considered for inclusion into a future TIP update should adequate funding be available.

Various County

MPMS #60638 - SEPTA Regional Rail Car, Locomotive, and Trolley Acquisition Item ID: 0208

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.

MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) Item ID: 0209

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

Summary of Agency Responses

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

MPMS #75804 - University Ave/CSX Rail (Bridge)
Item ID: 0210

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and PennDOT thank you for your support.

MPMS #77183 - Transit and Regional Rail Station Program; Improvements to SEPTAs 30th Street Station
Item ID: 0211

Agency Response by DVRPC:

DVRPC, the City of Philadelphia, and SEPTA thank you for your support.