Recommended Changes to the Draft DVRPC FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania
Draft for the July 23, 2026 DVRPC Board Meeting

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				
COUNTY	**MPMS #**	**TITLE**	**CHANGE**	**REMARKS**
Various	63406	Complete Streets Resurfacing Program	Flip CMAQ and State 581 funding for the PE and CON Phases. Updated costs are PE = $200K (FFY26: $100,000 CAQ, FFY27: $100,000 CAQ) and CON = $400K (FFY26: $200,000 State 581, FFY27: $200,000 State 581).	Using federal funds for CON would be a challenge to obligate.
Various	48201	DVRPC Competitive CMAQ Program	Shifting a total of $58,988,000 from the DVRPC Competitive CMAQ Program – MPMS #48201 to the CAQ Reserve Line Item – MPMS #84318: FFY32: $5,211,000, FFY33: $4,577,000, FFY34: $6,383,000, FFY35: $6,519,000, FFY36: $6,519,000, FFY37: $6,519,000, and FFY38: $23,260,000	Left over funds during constraining were inadvertently added to the Competitive CMAQ Program instead of the CAQ Reserve Line Item.
Various	84318	CMAQ Reserve Line Item	Shifting a total of $58,988,000 from the DVRPC Competitive CMAQ Program – MPMS #48201 to the CAQ Reserve Line Item – MPMS #84318: FFY32: $5,211,000, FFY33: $4,577,000, FFY34: $6,383,000, FFY35: $6,519,000, FFY36: $6,519,000, FFY37: $6,519,000, and FFY38: $23,260,000	Left over funds during constraining were inadvertently added to the Competitive CMAQ Program instead of the CAQ Reserve Line Item.
Philadelphia	116807	Citywide ADA Ramps 4	Switch Final Design and Construction funding from 20% State funding to 20% Local match. Reduce FY27 PE by $197,000 State 581, increase FY27 by $197,000 Local. Reduce FFY31 by $923,000 State 581, increase FFY31 by $923,000 Local; Reduce FFY32 by $923,000 State 581, increase FFY32 by $923,000 Local; Reduce FFY33 by $645,000 State 581, increase FFY33 by $645,000 Local; Reduce FFY34 by $645,000 State 581, increase FFY34 by $645,000 Local; Reduce FFY35 by $279,000 State 581, increase FF35 by $279,000 Local.	Fixing pro-rata. Should be federal/local, not federal/state
Montgomery	119481	Cross County Trail	Remove SXF earmark funds from the FD Phase.	Balance of the earmark funds are set to expire at the end of the current FFY 26.
Montgomery	116807	Montgomery County 3R Betterments Line Item	Remove $1,000,000 STU in FFY30, and replace with $197,000 State 581 in FFY27, and $803,000 State 581 in FFY31.	Switching federal funds with State funds.
Philadelphia	81930	Philadelphia Vision Zero Capital Plan Implementation Project (SS4A '22)	Increase CON Phase by $10.688M. increasing the Construction (CON) phase of the Philadelphia Vision Zero Capital Plan Implementation Project (SS4A '22) (MPMS #81930) by $9,188,000 LOC, increasing the project cost from $37,500,000 to $46,688,000, shifting $1,500,000 ($1,200,000 SS4A/$300,000 LOC) from FD to PE, and updating the project description.	Increase project. City to cover $9.188M with Local funds. Remaining $1.2M funds are SS4A.
Various	79980	STU Reserve Line Item	~~Add $197,000 State 581 in FFY27.~~ add ~~$923,000~~ $120,000 State 581 in FFY31, add $923,000 State 581 in FFY32, add $645,000 State 581 in FFY33, add $279,000 State 581 in FFY34.	For balancing purposes

Updated after July 6, 2026 RTC meeting

Various	119299	Carbon Reduction Program Line Item	Reduce FFY27 by $5,480,000 ($3,880.000 CRPU/$1,600,000 CRP).	For balancing purposes
Various	57927	Regional Safety Initiatives (HSIP) Line Item	Reduce FFY28 by $2,527,000 HSIP.	For balancing purposes
Various	64984	Transportation Alternatives – Urban (TAU) Line Item (TASA)	Reduce FFY27 by $2M for draw down of funds for MPMS #81293 – Levittown Trail.	For balancing purposes

DVRPC Highway Project Additions				
COUNTY	**MPMS #**	**TITLE**	**CHANGE**	**REMARKS**
Chester	82031	Chester County Electric Vehicle Charging Program	Add FD phase in FFY27 in the amount of $150,000 CRPU, add $1,750,000 CRPU for FFY27 CON.	Accidental oversight, should have been programmed on Draft TIP.
Delaware	82042	Delaware County Electric Vehicle Charging Program	Add FD phase in FFY27 in the amount of $190,000 CRPU, add $1,600,000 CRPU for FFY27 CON.	Accidental oversight, should have been programmed on Draft TIP.
Montgomery	82029	Montgomery County Electric Vehicle Charging Program	Add FD phase in FFY27 in the amount of $190,000 CRPU, add $1,600,000 CRP for CON.	Accidental oversight, should have been programmed on Draft TIP.
Philadelphia	82007	Westpark Redevelopment	Add project back into the TIP in the amount of $2,735,000 ($1,824,000 RAISE/$911,000 Local) for FD in FFY27 and add $25,792,000 ($19,571,000 RAISE/$4,221,000 Local/$2,000,000 Other-State) in FFY27 for CON.	Adding back onto Draft TIP incase funding does not fully obligate by the end of the FFY.
Philadelphia	115444	Wyoming Avenue Corridor Safety Improvements	Add HSIP project back into the TIP.in the amount of $2,527,000 HSIP in FFY 28.	Project originally expected to Let under the FY25 PA TIP, but requires a cost increase. Adding to the FY27 TIP to access HSIP funds.
Philadelphia	119896	Reconnecting our Chinatown	Add $2.5M Local FD phase back into TIP	For demonstration purposes.
Bucks	82097	Washington Memorial Boulevard Streetscape	Add new MTF awarded project to the TIP.	MTF Round 11
Chester	82099	Montgomery Avenue over Chester Creek	Add new MTF awarded project to the TIP.	MTF Round 11

Delaware	82109	Springfield Road at Windsor Circle	Add new MTF awarded project to the TIP.	MTF Round 11
Delaware	82114	Myers Avenue Complete Streets	Add new MTF awarded project to the TIP.	MTF Round 11
Montgomery	82123	Fayette Street Traffic Calming	Add new MTF awarded project to the TIP.	MTF Round 11
Montgomery	82125	Hopwood Road Reconstruction	Add new MTF awarded project to the TIP.	MTF Round 11
Montgomery	81898	Black Rock Road and 2nd Avenue Roundabout	Add new MTF awarded project to the TIP.	MTF Round 11
Bucks	124149	Park Avenue Pedestrian and Stormwater Improvement	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,496,574 in funding.
Bucks	124165	Frosty Hollow Park Trail – Phase 1	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,439,953 in funding.
Bucks	124166	Green Street Complete Street	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,171,761 in funding.
Bucks	124168	Woodburne Corridor Pedestrian Improvement Project	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,470,221 in funding.
Bucks	124167	North State Street Sidewalk Project	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,307,000 in funding.
Bucks	82124	SR 202 (Lower York Rd) Shared Use Path Connections Phase 1 (Solebury Green Park)	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,497,400 in funding.
Chester	82188	Gateway Multimodal Improvements	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,333,600 in funding.
Delaware	82192	Walkable Wallingford – Plush Mill Road Sidewalk	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,500,000 in funding.
Montgomery	124155	My School in Motion 2026 - 2028	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $427,500 in funding.
Montgomery	124175	Lower Merion Township Sidewalk Installation	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,092,076 in funding.

Montgomery	102305	SR 0113 Harleysville Pike Alternative Route Shared-Use Path Phase 1	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,724,100 in funding.
Montgomery	124151	Bike/Ped Education with Boys and Girls Clubs	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $116,500 in funding.
Montgomery	124163	Pennsylvania Ave Complete Streets Initiative	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,228,212 in funding.
Montgomery	124169	Mermaid Park Connector Pedestrian Trail	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,000,457 in funding.
Philadelphia	116126	Parkside Cynwyd Trail	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,000,000 in funding.
Philadelphia	124170	Hunting Park Ave: Close the Bike Gap to the Park	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $593,218 in funding.
Philadelphia	124174	Willard School Slow Zone – Phase 2 Upgrades	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $1,494,267 in funding.
Philadelphia	124173	Safe Routes Philly – Strategic Plan and Bicycle Education Pilot	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $450,000 in funding.
Philadelphia	124164	48th Street Bus Boarding Islands	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $841,120 in funding.
Philadelphia	124171	Indego System Expansion	Add 2026 statewide TASA awarded project to the TIP.	Project awarded $500,150 in funding.
Delaware	111486	Octoraro Trail Phase 1A	Add 2025 statewide TASA awarded project back into the TIP.	Approved by DVRPC Board to add to the FFY 25 TIP in February 2026.
Bucks	81293	Levittown Trail Project	Draw down $2,000,000 TAU from TASA Line Item MPMS #64984 in the amount of $2M for CON in FFY27.	Project will obligate funds and Let in FFY27.

DVRPC Highway Project Deletions				
COUNTY	**MPMS #**	**TITLE**	**CHANGE**	**REMARKS**

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Highway and Transit Project Title and Description Changes			
COUNTY	**MPMS #**	**TITLE**	**CHANGE**
Bucks	64778	State Road Reconstruction	Add "A multi-use trail will be constructed on the south side of the roadway from a point east of the railroad crossing near River Road to the intersection of State Road and SR 0413" after the second-to-last sentence in the description for MPMS #64778.
SEPTA	102569	Maintenance and Transportation Facilities	Update the description to include the SEPTA University Project and SEPTA Bus Depot CDL Training Pads Project. DVRPC Board approved action PA25-096.
SEPTA	121366	Resiliency and Sustainability Program	Update the description to include the Waterproofing Program Project. DVRPC Board approved action PA25-097.

Technical Corrections			
COUNTY	**MPMS #**	**TITLE**	**CHANGE**
Bucks	99431	Route 663 (John Fries Hwy) Widening	Adjusting description to remove an exempt component of the project (the center turn lane).

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

Delaware Valley Regional Planning Commission

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

Adopted by the DVRPC Board on July 23, 2026

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. Purpose and Background

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),** the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21),** the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act), and the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year, which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act/IIJA(BIL) concerning

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the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and Administrative **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition, deletion, or a major change to an existing federally funded project included in the TIP**, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order **to add a <u>new</u> project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and the action must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved. Funding is allocated to the project, not the County.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting an Air Quality (AQ) regionally significant project, except for traffic signal projects which can be initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.

- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through

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DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.

- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project phase(s) from the second and/or third four years of the 12 year program that has **no phases** obligated, encumbered, or programmed in the first 4 years.

2. Project actions which cause there to be **no phases within the four-year TIP period. If a project with one or more MPMS #s has been Let for construction and has been fully obligated under a previous TIP and the removal of phases causes there to be no phases of the project programmed within the four year TIP, this will be an administrative action.**

3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).

4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match).

5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match).

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.

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Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to an overall cost of a project within the four years of the TIP that is **less than or equal to $1,000,000**.

2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by $7,500,000 or less if it does or does not represent a reduction in scope.

3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.

4. When either PennDOT or SEPTA deems it appropriate to **shift costs between eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g. PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or state funding categories, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of more than $7,500,000 or do not involve the federalization of a project.

5. When either PennDOT, SEPTA, or PART need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

6. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.

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7. When the **line items** for Betterments are to be tapped for individual projects of **less than $7.5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **is more than $7,500,000**, it will be treated as a minor amendment under the procedure in section "**II. TIP AMENDMENTS**." A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements or guide rail updates.

8. When a project listed in an approved TIP is removed because funds for all phases totaling $7,500,000 or less have already been obligated or encumbered on the previous TIP and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is more than $7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.

9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.

10. When a project draws down funding from a competitive program's Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than $7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.

11. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues or change of scope.

Under any of these circumstances, DVRPC Partners will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2027 TIP: the years FY28, FY29, or FY30), unless there is a formal record of opposition to the project by a public interest group.

2. Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment

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3. When a cost increase to a project is greater than **$1 million and less than or equal to $7.5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.

4. Project action which decreases the overall cost of a project within the four years of the TIP by less than or equal to $7,500,000.

5. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

(Administrative Amendments)

6. When a cost increase of $7,500,000 or less occurs to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase of $7,500,000 or less occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

7. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

8. Adds a project back on to the TIP only for the following purposes:
    a. Advance Construct conversion.
    b. To Process a Right of Way or damage claim.
    c. To capture project close-out costs.

9. When an action adds a new phase(s) or removes a phase(s), or increase/decrease a phases(s) to a project that is already programmed on the TIP and the proposed fiscal change to the project is less than or equal to the $7,500,000 threshold.

10. Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year

11. When PennDOT seeks federal authorization to cover $7,500,000 or less in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

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12. 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.

13. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, SRTS, RRX, ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

C. Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments.

While administrative actions do not require federal approval, PennDOT and DVRPC will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

D. Amendments Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above in section III will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.

2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by more than $7,500,000.

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E. Statewide Programs

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see PennDOT Financial Guidance for further details). Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success, and all revisions to the DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.

2. Projects derived from Statewide Managed Programs that are state funded, e.g., Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not been encumbered and need to be shown on the current TIP may be added back into the TIP as an Administrative Action.

3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

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Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to ensure that the TIP remains

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

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

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval for all amendments. For projects that are identified in this MOU as being amendments using federal funds, DVRPC staff will use the e-STIP process by submitting to PennDOT Central Office a package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, if available, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. For amendments that are 100 percent state funded projects, DVRPC staff will notify PennDOT that the action was approved by the DVRPC Board and that the action can be committed in the PennDOT Multimodal Project Management System (MPMS) system.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT. See Section III.B.5.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.

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a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programed 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 under the title of List of Federally Obligated Projects.

2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.

3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – "percent of STIP/TIP projects advanced per year" on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.

4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

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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).

_____ Date _____

Executive Director,
for DVRPC

_____ Date _____

Deputy Secretary,
for PennDOT

_____ Date _____

General Manager,
for SEPTA

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No. B-FY27-003

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27-FFY30)

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the metropolitan planning organization (MPO) responsible for developing and updating the Transportation Improvement Programs (TIP) for the nine-county Greater Philadelphia region 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 MPOs, 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 U.S. EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, the nine-county planning area is part of two maintenance areas for the 2006 24-hour fine particulate matter ($PM_{2.5}$) standards, and Delaware County has been designated a maintenance area for the 2012 annual $PM_{2.5}$ standard, as required by CAAA under the respective ozone, and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993, and amended by guidance issued in March 2012; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule; and,

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

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct $PM_{2.5}$ and $PM_{2.5}$ precursors are less in 2030, 2040, and 2050 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO; and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a long-range plan developed in accordance with this certified planning process and the TIP and Long-Range Plan have been found to conform to all applicable state and federal laws and rules pertaining to air quality; and,

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

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's *Update: Connections 2050 Long-Range Plan,* as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Greater Philadelphia region to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Board of the Delaware Valley Regional Planning Commission adopts the FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27-FFY30) with recommended changes as the region's official selection of transportation projects for federal funding; and,

BE IT FURTHER RESOLVED, that the Board of the Delaware Valley Regional Planning Commission determines that the FFY 2027 Transportation Improvement Program for Pennsylvania (FFY27-FFY30) with recommended changes conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 23rd day of July 2026, 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-FY27-003.

_____
Renee Wise, Recording Secretary

All Comments Received

on the Draft FFY 2027 Transportation Improvement Program (TIP)

for Pennsylvania (FFY27-FFY30)

Comment #1 — Steven Thorp — MPMS 115427 — May 22, 2026

I support the continued funding of this TIP project to complete its installation and create a safer Lansdowne Ave for drivers and pedestrians.

Comment #2 — Steven Thorp — MPMS 60582 — May 22, 2026

I support fully funding this TIP project to protect the viability of public transportation in the Philadelphia region for years to come.

Comment #3 — Steven Thorp — MPMS 98217 — May 22, 2026

I support the inclusion and funding of this TIP Project for FY2027. It is important for local transportation, the extension of the Darby River trail, as well as long term protection of the waterway.

Comment #4 — MPMS 120277 — May 28, 2026

Widen 30 to 5 lanes from 202 to Malin Rd.

Comment #5 — Andrew Yao — MPMS 47979 — May 27, 2026

I live near Paoli Station. I attended the open house for this project with my parents when I was in elementary school. I am now in high school, so it is exciting to see the project moving toward implementation after many years of planning and coordination. I support the replacement of the North Valley Road Bridge over Amtrak and look forward to the safety improvements it can bring to the community. I also hope there will be clear communication with nearby residents as the project advances, including traffic detours.

Comment #6 — Bert Glenn — MPMS 105291 — June 03, 2026

I support the proposals to extend the Newtown Rail Trail, which currently stops at Bristol Rd (though I understand that extension to Churchville Nature Center is approved). The trail itself as it exists, and with its connection to the Penny pack trail, is one of the best trails in the area. I have ridden many of the trails, and the Pennypack/Newtown trails are superior because of their less frequent road crossings and the tree canopy the surrounds the trail in most places. The extension — eventually to Newtown itself — would add to this wonderful recreational facility. It would also add miles to the existing trail. This is important and desirable because there are not a lot of trails on which you can go on and on. The few that do (Schuylkill River Trail, Perkioman Trail, Chester Valley trail) are wonderful, and the Pennypack/Newtown trail could join this elite class.

It is also an incredible opportunity to have this former rail right of way available to use as a trail. It is obvious that such continuous trail opportunities are rare — but we have this one in our own backyard. We should take advantage of it.

If you extend the trail to Newtown, I would ride it from Philadelphia. I could also then easily visit Newtown and take advantages of its businesses.

I urge you to move forward on the Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires, MPMS #82132), and on Phase 4 (Village Shires to Newtown Borough, MPMS #82134)

Thank you.

Bert Glenn
Philadelphia, PA

Comment #7 — Larry — MPMS 105291 — June 03, 2026

Funding for 2027 is currently being considered to advance the Newtown Rail Trail into Newtown under Circuit Line Item (105291).
Projects under consideration include:1. Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #821322. Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

These are two important projects to me. And to my fellow cyclists.

Comment #8 — Carol P — MPMS 105291 — June 03, 2026

I am writing to support the completion of the Newtown rail trail. My husband and I walk and bike this trail often and have watched the progress over the years. We would love to see this trail finished before we are too old to use it!

Carol Parssinen
Lower Southampton

Comment #9 — Ivanna Belokrinitskaya — June 03, 2026

To whom it may concern, we live on 75 w. Patricia, our backyard backs to the abandoned railroad, and we couldn't be any more excited at the thought of a paved trail that will allow us to walk and bike for miles and miles without ever needing to get in the car. This will be an outstanding attrition to our area, and allow for people to be more physically active and healthy mind body and soul. So excited for us and future generations to get this wonderful addition!

Let's get things rolling !!

Sent from my iPhone

Comment #10 — Justin — MPMS 105291 — June 02, 2026

I'm very much looking forward to MPMS #82132 extension of the newtown rail trail. My wife and I Just built a house here and being trailside to the philadelphia network of rail trails was a selling point.

We used to live in manayunk and would frequent the schyulkil river trail. Cycling is a great pastime with the families and I hope this project gets brought to life ASAP.

Respectfully,

Justin DeLisio
[REDACTED_PHONE]
Program Manager

Comment #11 — Jaimie Carr — MPMS 105291 — June 02, 2026

I would love to see the trail extended to Village shires! I live in VS and drive to the trail all the time. Would be very excited to run from my door and do the trail without parking and the drive. Please continue this project!!!

-Jaimie Carr

Sent from my iPhone

Comment #12 — John Crossin — MPMS 105291 — June 02, 2026

I am writing to you to ask that you strongly consider the two projects listed below. As a resident and frequent user of the current Bucks county rail trail system, I truly believe that extending the rail trail further is in the best interests of the community and the health and well being of every resident. These extensions are a quality use of funds to further support the community as it moves towards a healthier lifestyle and will be of great benefit to future generations.

1. Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132
2. Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

Thank you,

John Crossin

Comment #13 — Corinne Iacobucci — MPMS 105291 — June 02, 2026

Dear DVRPC team,

As an avid walker who lives in Newtown Borough, wanted to send my support of the potential expansions of the rail trail, #82132 and #82134.

Thanks so much for all that you do!
Corinne

Corinne Iacobucci, PharmD, RPh
[REDACTED_EMAIL]

Comment #14 — Sara Shreve-Price — MPMS 105291 — June 02, 2026

Hello,

After reviewing the Draft FFY 2027 TIP for the DVRPC Pennsylvania Subregion

I would like to voice my support for the following 05291 - The Circuit Line
Item projects:
1) Bucks - Newtown Rail Trail Phase 3 (Nature Center to Village Shires)
MPMS #82132
2) Bucks - Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough)
MPMS #82134

The promise of this trail was one of the things that attracted us to Newtown while on a nationwide job search 10 years ago. Its completion would be a dream come true and would vastly increase the quality of life in Newtown, which is otherwise not very well connected to other cycling infrastructure in the area.

Thank you,
Sara Shreve-Price

Comment #15 — Fred Fisher — MPMS 105291 — June 02, 2026

Good morning
I am so excited to hear that this project is moving forward
I live in Holland and the trail would be right in my backyard and I can't wait!!
Both my husband and I love to ride our bikes, but the roads are getting extremely busy and not very safe (or fun)
Please keep this project moving forward
Thank you
Shelley Fisher
Shelley

Comment #16 — Joseph Palmer — MPMS 105291 — June 02, 2026

I see that funding is being considered to advance the Newtown Rail Trail into Newtown under Circuit Line Item (105291).
I am fully in support of funding this Rail to Trail initiative and hope it could be completed quickly.
Joe PalmerHolland PA

Comment #17 — Ann VanEerden — MPMS 105291 — June 02, 2026

Sent from my iPhone

Begin forwarded message:

> From: Ann VanEerden <[REDACTED_EMAIL]>
> Date: June 2, 2026 at 11:30:06 AM EDT
> To: [REDACTED_EMAIL]
> Subject: Newtown rail trail
>
> Thank you very much for your continued efforts to complete the Newtown Rail Trail.

> Please know that my husband and I are avid bike riders and enjoy hopping on our iron horses at the access of this trail at Bristol Road.
> This trail guides us to Rockledge/FoxChase but also to the Delaware River via the Pennypack Trail.
> We are looking forward to bike to Newtown in the near future!
> Thanks again! The Newtown Rail Trail is a welcome asset to provide safe peddling away from our congested roads!
> With respectful anticipation,
> John and Ann VanEerden☒♀☺
> Sent from my iPhone

Comment #18 — David Corby — MPMS 70231 — June 02, 2026

Hello,

Please consider my comment on the Swanson Street Reconstruction Project outlined here:
https://www.phila.gov/media/20250408105228/Swanson-Street-Fact-Sheet-04-08-25.pdf

I urge you to reconsider adding a traffic signal to the Snyder/Swanson intersection.
It's inappropriate and dangerous.

Please consider:
- Swanson sees significant pedestrian volume among the retail outlets and bus stop. Do not permit N/S traffic to proceed at high speeds here. All vehicles should be made to stop.
- The 7 and 79 buses have a stop there, with crowds standing on the corner. Probability of a serious crash incident is higher at signalised intersections.
- This segment is bounded by 4-way stops at Synder/Water and Snyder/Weccacoe, so E/W traffic will be bunching and stopping regardless of the implementation at Snyder/Swanson.
- The development taking shape here is leisure-oriented retail (shopping, food chains, etc.). People need to be able to cross the streets safely and comfortably, without high speed vehicle access.

Thanks,
Dave Corby

Comment #19 — Bob Reiser — MPMS 105291 — June 02, 2026

To whom it may concern,I heard there is a chance of receiving funding in 2027 for phase 3 and phase 4 work on the Newtown to Fox Chase Rail trail. I whole heartedly support this work.
I am a biking enthusiast who lives in Langhorne just south of Newtown Township. I have driven to Tamanand Park and Bristol Road in Holland to access the existing trail. Completing the trail to South State Street in Newtown Borough will open up a safe biking and and hiking path for residents in this area. The trailhead will be only a mile from my home. A safe biking and hiking trail is needed for Newtown and Langhorne area residents as most roads in the area are not safe for biking. These sections will open up the trail to Fox Chase and other trails connecting to it like the Pennypack trail.

Let me know if any volunteer opportunities become available for clearing brush, cutting trees, spreading gravel, etc. to help complete these sections.
Sincerely,Bob Reiser

Yahoo Mail: Search, Organize, Conquer

Comment #20 — Stephen Benzio — MPMS 105291 — June 02, 2026

I support the Rails to Trails Part 3 and Part 4 Extension from Churchville Nature Center all the way to Newtown.

Please help make it happen.

Regards,

Stephen Benzio
Churchville Resident

Comment #21 — arlene — MPMS 105291 — June 02, 2026

I would like to express my support for approving the Newtown Rail Trail phase 3 & 4. I have walked the trails phase 1 & 2 and believe expanding the trail to Newtown we could be a wonderful asset to the public.Arlene Williams

Sent from AOL on Android

Comment #22 — Evan Spiese — MPMS 105291 — June 01, 2026

To whom this may concern,

I just wanted to say how thrilled I am to know that I may have potential access to ride from Newtown down to Philly on a designated rail trail. With so much aggression on the roads nowadays, it's nice to know that there will be a safe space to ride with no cars. It's exactly what the community needs to enjoy the freedom of riding and running.

Thanks for your time,

Evan Spiese
[REDACTED_PHONE]

Sent from my iPhone

Comment #23 — Angela Lowell — MPMS 105291 — June 01, 2026

Hi there!

Northampton resident here. Trail will run through my back yard, along Elm rd I am IN FULL SUPPORT of the rails to trails project!! Can't wait!!

Angela
[REDACTED_MAILING_ADDRESS]

Comment #24 — Adam Spector MPMS 105291 June 01, 2026

Dear DVRPC,

My name is Adam Spector, and I am the leader of Friends of the Newtown RailTrail.

I am writing regarding the following projects under the Circuit Line Item(105291):

1. Bucks County – Newtown Rail Trail Phase 3 (Nature Center toVillage Shires), MPMS #82132

2. Bucks County – Newtown Rail Trail Phase 4 (Village Shires toNewtown Borough), MPMS #82134

Attached is our petition data requesting that DVRPC prioritize thecompletion of the Newtown Rail Trail. The petition includes 1,781 signaturesfrom Northampton Township residents and an additional 292 signatures fromnearby communities.

Holland currently has no parks or public trails, making this project aunique and valuable opportunity to provide residents with safe recreational andtransportation access while enhancing quality of life throughout the area.

We respectfully ask DVRPC to prioritize these phases of the Newtown RailTrail and help bring this important community asset to completion.

Thank you for your consideration.

Sincerely,

Adam Spector
[REDACTED_MAILING_ADDRESS]

Comment #25 — Jaquan Collins June 01, 2026

Dear DVRPC TIP Team,

I am submitting this formal public comment as a resident and community advocate in West Philadelphia (Belmont Ave, Philadelphia PA 19104). I am urging DVRPC — in the strongest possible terms — to program funded design and construction work for a corridor safety project on Girard Avenue, Belmont Avenue, Lancaster Avenue, and Wyalusing Avenue.

People are dying on these streets. Thirty-five of them. And nothing has been built.

Using Philadelphia Police Department fatal crash records available through OpenDataPhilly, I documented every fatality on these corridors from 2019 through 2026:

Corridor Fatalities (2019–2026)
Girard Ave (full corridor, city limits) 16

Belmont Ave 9
Lancaster Ave 8
Wyalusing Ave 2
TOTAL 35
And just last evening while the Roots Picnic was happening just a few blocks away another Serious Crash occurred at Belmont and Girard that shut down the intersection and surrounding area for hours. This data above is fatal crash data only. Serious injuries, hospitalizations, and near-misses are not counted. The real toll of these corridors is far worse than 35.

Let me put some of these deaths in plain language, because data alone does not capture what happened:

A pedestrian on the 4100 block of W. Girard was struck by one car that fled, then struck again by a second car. Pronounced dead at the scene. (2019)

An infant was killed when a driver struck a car from behind on Girard at 30th St., flipped onto the sidewalk, and landed on top of two people. The driver was drunk. (2022)

A woman was killed at 4004 W. Girard because a SEPTA safety island prevented the driver from swerving far enough to avoid her. The infrastructure designed to protect transit riders created a fatal trap. (2025)

2025 was the deadliest year on record for Girard alone — 5 fatalities in a single year.

A major crash shut down Girard and Belmont for hours on May 31, 2026 — just hours ago.

I have been raising this for years. The bureaucratic record is a disgrace.

I have filed numerous 311 complaints — for centerline hardening and lane markings on Girard, a traffic study and traffic calming on Belmont, and speed cushions on Wyalusing. All three were marked "Completed." None had visible work performed. When I reported wrong-way driving blocking SEPTA trolleys and buses, Philadelphia Police told me it was an infrastructure issue. When I asked Streets, they said they'd investigate. That was June 2025. Nothing was installed.

A 16th District crime prevention officer confirmed in writing that he had attempted to get speed cushions installed on Belmont Avenue and was denied due to its state road designation. He and his captain were "working every angle." Still nothing.

I have emailed the Mayor, the Streets Commissioner, five City Councilmembers, PennDOT District 6, Vision Zero Philadelphia, and my state representative. PennDOT confirmed in May 2026 that it has developed a preliminary scope of safety improvements for Girard Avenue but has not secured funding to begin design. The 2026 Girard resurfacing is proceeding as a surface-only paving job with no safety upgrades attached — a profound and inexcusable missed opportunity.

Meanwhile, Fishtown neighbors on the eastern end of the same corridor made FOX 29 news in April 2026 for organizing around the exact same issues — faded markings, lane misuse, dangerous design. The Fix Girard Ave advocacy group is pushing for improvements. The public attention is real (in the areas of the corridor with whiter skin). The political window is open. The data is undeniable.

What I am asking DVRPC to do.

Program funded design work for a full Girard Avenue safety corridor project — centerline hardening, pedestrian refuges, lane repaints, bus and trolley lanes that cannot be driven on, transit priority, and permanent traffic calming for the full corridor. PennDOT has a preliminary scope. Fund it. Start design now.

Program safety design work for Belmont Avenue and Lancaster Avenue, coordinated with PennDOT given their state route designations.

Require that the 2026 Girard resurfacing include immediate safety upgrades — center delineators and lane marking repaints — while the contractor is already mobilized. This costs a fraction of a full redesign and can save lives this year.

Prioritize these corridors explicitly as an equity investment. Girard, Belmont, Lancaster, and Wyalusing run through majority-Black, working-class Philadelphia neighborhoods that have been systematically underinvested in transportation safety. Philadelphia's High Injury Network is disproportionately concentrated in these neighborhoods. DVRPC's TIP should reflect that reality, not deepen it.

These are not neighborhood side streets. Girard Avenue is a regional corridor carrying thousands of vehicles, a SEPTA trolley routes, cyclists, and pedestrians every day. It deserves a regional safety investment.

35 people killed. Seven years of documentation. Three 311 tickets closed with no work done. A resurfacing project with no safety upgrades. And another crash last week.

At what point does the system stop asking residents to prove the problem and start doing something about it?

I expect this comment to be formally entered into the TIP public record and I am requesting written confirmation of receipt.

Sincerely,
Jaquan Collins
[REDACTED_MAILING_ADDRESS]
[REDACTED_EMAIL]

Comment #26 — Youtube First — May 31, 2026

Dear DVRPC TIP Team,

Please provide written responses to the six specific questions below about the Draft FFY 2027 TIP for Pennsylvania. I request concise, itemized answers and any supporting tables or documents referenced.

1. Annual programmed totals: Please confirm the annual programmed totals for FFY 2027, 2028, 2029, and 2030 broken out by: (a) FHWA highway (including IMP) and (b) FTA transit (SEPTA, PART, PennDOT BPT). If these annual totals are expected to change before final adoption, state the reason and the expected change.
2. Top cost increases: For the five projects with the largest cost increases since the prior TIP, provide: MPMS/ID, project name, prior programmed amount, current programmed amount, absolute and percent change, and the primary driver for each increase (inflation, scope change, ROW, utilities, schedule delay, other).
3. Project readiness and at-risk list: For projects programmed in FFY 2027 (first TIP year), list any projects currently at risk of delay due to unresolved ROW, utilities, environmental approvals, or funding shortfalls. For each at-risk project provide: MPMS/ID, expected delay (months/years), and the primary cause.

4. SEPTA capital funding status: What is the current expected funding gap (YOE $M) for SEPTA capital projects within the TIP period? Describe any planned financing (debt issuances, grants, local matches) that will cover the gap and explain how recent capital→operating transfers affect the timing or scope of major SEPTA projects.
5. Equity and mitigation commitments: For TIP projects located in census tracts identified as "well above average" on Title VI indicators, list the projects and state the specific mitigation or community benefit commitments required of sponsors (e.g., pedestrian safety improvements, noise abatement, transit access enhancements) prior to construction.
6. Planning/design projects needing more funding (simplified table): For existing TIP projects that are currently in planning or initial design (<30% design) and now require additional funding, please provide a short table with: MPMS/ID | Project name | County | Current programmed amount (YOE $M) | Estimated additional funding needed (YOE $M) | Current percent design.

Please attach or link any supporting spreadsheets, MPMS exports, or short memos that document these answers. Thank you for providing clear, itemized responses to track program readiness, fiscal risk, and equity commitments.

Sincerely,

Community Member.

Comment #27 — Rob Wagner — MPMS 105291 — June 03, 2026

I support the Bucks County Newtown Rail Trail Phase 3 (MPMS #82132) and Phase 4 (MPMS #82134). Bringing the Rail Trail all the way to Newtown Borough will be a huge plus to the neighboring communities!

Comment #28 — Jonah Abrams — MPMS 120993 — June 02, 2026

Every single intersection at a school or park should have raised crosswalks.

Comment #29 — Jonah Abrams — MPMS 81219 — June 02, 2026

Force CSX to fix the viaduct first. Otherwise it will collapse onto your good work.

Comment #30 — Jonah Abrams — MPMS 108099 — June 02, 2026

Please install a temporary pontoon bridge for bicycles & pedestrians during construction.

Comment #31 — Jonah Abrams — MPMS 81930 — June 02, 2026

Why does Vision Zero only get $40M after Billions are spent on road expansion? Please change your priorities from killing us to protecting us.

Comment #32 — Jonah Abrams — MPMS 82074 — June 02, 2026

Why are $42.6M of public money going to fix a bridge privately owned by Norfolk Southern who then charges the public again to use it for transit? And also all the other amoral things Norfolk Southern does.

Comment #33 — Jonah Abrams — MPMS 116839 — June 02, 2026

The flex lane should be bi-directional, like on the Walt Wittman bridge or many many of DC's streets.

Comment #34 — Jonah Abrams — MPMS 81225 — June 02, 2026

Please include a Bus Rapid Transit system from NRG Station to PHL Airport. That is the only way to justify such an incredible cost for this project.

Comment #35 — Jonah Abrams — MPMS 15251 — June 02, 2026

Why is $586M of public money planned to merely improve two roads around a private shopping mall? Shouldn't the mall be paying for it? Can we at least condition the funds on the development of affordable housing on their vacant oceans of parking lot?

Comment #36 — Lisa Colosimo — MPMS 105291 — June 02, 2026

I'm excited to see the continuation of the Newtown Rail Trail Phase 3 and Phase 4. We live in Village Shires and will be frequent users, especially my children. I lived in Montgomery County before moving here and made frequent use of the Perkiomen and Valley Forge trails there. I was surprised Bucks didn't have any.

We just had a child severely injured when he was hit by a car riding his bike near our house. If there were more places for kids to ride safely, this may not have happened.

Comment #37 — Jim Majewski — MPMS 105291 — June 02, 2026

The Newtown Rail Trail Phase 3 and Phase 4 extensions will provide a valuable non-motorized regional link between communities in Bucks, Montgomery and Philadelphia counties. This connection will also provide greater access to existing trails in Newtown Township and Lower Makefield Townships that connect to the Delaware Canal State Park Towpath Trail, the 9/11Trail, and the East Coast Greenway. The enhanced recreational opportunities will also allow people to enjoy the outdoors while providing a health benefit to residents in the area.

Comment #38 — Jack Tway — MPMS 105291 — June 09, 2026

Both projects should be fully funded and completed as soon as possible.

Jack Tway

Comment #39 — Brigitte Masone — MPMS 105291 — June 08, 2026

No more delays, please!

Looking forward to getting on the trail in Churchville and going in
both directions. I vote yes for all Phases!
Thank you!
--
Brig Masone
[REDACTED_MAILING_ADDRESS]
[REDACTED_PHONE] (C)

Comment #40 — Leonard Zangwill MPMS 105291 June 07, 2026

Hello,
I write in regard to a couple of line items on the TIP:
1). Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #821322). Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134
I support both of these. I further support them being included in the first phase of funding (authorization) as opposed to a later stage.
Thank you for your attention to this comment.
Sincerely,
Len Zangwill

Comment #41 — jesse Rudgunas MPMS 105291 June 07, 2026

Dear Sir/Madame:

This trail adds to both the quality and safety of my life.

The extension will allow me to stay off the road at rush hour while staying fit.

Respectfully,

Jesse Rudgunas

Comment #42 — Nancy Hoyt MPMS 105291 June 06, 2026

The existing rail trail in Southampton and Montgomery county has been a wonderful addition to our community. To have it further extended for connection to Newtown will make it even more useful for everyone in bucks county. I have walked and biked along with family members and coworkers (we work in warminster) hundreds and hundreds of times.
It is quite apparent on a beautiful weekend day how important this trail has become with families, elderly, children, pets, clubs, enjoying the outdoors and getting exercise. It reminds me of the boardwalk at the seashore but without a bunch of commercial fronts, so even better.
With the incredible amount of traffic on our streets in the county, there are very few safe areas for biking and walking.
Please help get this project finally completed!
Nancy and Gregory HoytSouthampton PA

Sent from the all new AOL app for iOS

Comment #43 — susan bartow MPMS 105291 June 06, 2026

I'm really looking forward to this trail. It's been a long time coming. I walk on this same trail further up . I park it Knowles avenue the old train station in Southampton. Very convenient and easy to get on the trail. Can't wait untill trail comes down Elm avenue and goes into Newtown.
Thank you,Susan Bartow Socoloski
Yahoo Mail: Search, Organize, Conquer

Comment #44 — Dan Burke — MPMS 105291 — June 06, 2026

I can't wait for the rail to be completed to Newtown! It has my full
support; I will use it to commute by bike to work there on a regular basis.

Dan Burke
[REDACTED_MAILING_ADDRESS]

Comment #45 — Stephen Sciochetti — MPMS 105291 — June 06, 2026

I'm writing to support funding for the advancement of the Newtown Rail Trail into Newtown under Circuit Line Item (105291), including:
- Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132
- Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

I'm a life-long resident of this Lower Bucks County area and can't wait to enjoy the benefits the extended trail brings to the community.
Kind regards,

Stephen Sciochetti[REDACTED_MAILING_ADDRESS]

Comment #46 — Ryan Albertson — MPMS 105291 — June 06, 2026

Hi-

I support funding for Newtown Rail Trail Phases 3 and 4, which will benefit the residents throughout the area. Completing the trail into Newtown is a worthwhile investment.

Thanks, Ryan

Sent from my iPhone

Comment #47 — Christopher L. Holzner — MPMS 105291 — June 06, 2026

My wife and I live in Northampton Township. There would be nothing better to enhance our community than a real rail trail. Enough delays, please support the final phases of construction.

Both of these sections are needed and will help to keep riders and walkers off of busy roads such as Buck Road (Rt 532) and Durham Road (Rt 413).

- Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132
- Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

Thank you.

Chris Holzner, Lynn Holzner
Holland, PA

Comment #48 — Megan Mohl — MPMS 105291 — June 06, 2026

Good morning,
I write to express support for funding of phases three and four of the Newtown rail trail. I am a longtime supporter of the initiative, and I think it will be a great asset to our community.
Megan Mohl

Comment #49 — Christina Rosenello — MPMS 105291 — June 06, 2026

I have lived in Southampton for nearly 40 years and for about 30 of those years, I have been hearing about this "Rail Trail" that is going to be built along the former train tracks that run through my town. Finally, a few years ago, a little piece of it connected to the Pennypack Trail in Montgomery Township. Heaven! I ride it to where it currently ends at Bristol Road and look longingly across the street to the unfinished part, waiting for the day I can continue through to Newtown and beyond. My favorite place to ride my bike is the Delaware Canal Towpath. Rumor had it, this trail through Southampton would eventually reach that towpath. I soon realized that at the current pace of completion, I would not live to see it finished. I have basically waited my entire adult life for an extensive trail connecting numerous small towns thru Bucks County, ending at the Delaware River.

When I was a kid living in Levittown, I would start out early in the morning on my bike, find my way to the dilapidated tow path in Falls Township and spend all day exploring. It wasn't until much later, when I ended up in Frenchtown, off the NJ towpath, that I realized how far I had ridden on those childhood rides. Some of these rides were on what was left of the towpath, starting in Lower Bucks, but much of it was along River Road and other roads around Bucks County. These roads are way too busy and dangerous to ride on them today. As the area and roads got busier, the need for off-road trails became more important and, yes, necessary. The Newtown RT near me is always busy with bikers, walkers, joggers etc. These trails are an invaluable asset to any community that is willing to host one.

I applaud all the people with the vision to imagine this trail and all the work since then to get it started and possibly, one day, finished. I hope I can ride it in my lifetime.

For years, I have been contributing to the national Rails to Trails Conservancy to support this important mission in the entire country and I would like to see this continue to be an important priority for all government's when funding is being considered.

Thank You,
C. Rosenello
[REDACTED_MAILING_ADDRESS]

Comment #50 — Mike Devitt — MPMS 105291 — June 06, 2026

Hello -
I recently learned of plans to potentially expand the Newtown Rail Trail. I enthusiastically support this project. As an occasional rider/runner on the existing path it is heartening to see number of users along the existing trail, and the spirit of joy and community it fosters. Joy and community are two commodities worth promoting in our fractured world.
Mike

Mike Devitt
[REDACTED_PHONE]
[REDACTED_EMAIL]

Comment #51 — DAVID LAUER — MPMS 105291 — June 06, 2026

Good morning,

I strongly support the continued planning and implementation of Phases 3 and 4 of the Newtown Rail Trail/Pennypack trail from its present terminus at Bristol Rd in Bucks County through Village shires and into Newtown. A wonderful project that will benefit our area.

David Lauer
[REDACTED_MAILING_ADDRESS]

Comment #52 — Mary-Anne Firneno — MPMS 105291 — June 05, 2026

I support funding for the Newtown Rail Line from Churchville to Village Shires and Village Shires to Newtown. I'd love to use the bike lanes before 2030!!

Mary-Anne Firneno
Holland

Sent from Gmail Mobile

Comment #53 — Steve FLEISCHUT — MPMS 105291 — June 05, 2026

As a Newtown Rail Trail Supporter,

I support Funding in 2027 to advance the Newtown Rail Trail into Newtown under Circuit Line Item (105291).

Projects under consideration include:
1. Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132

2. Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134
Please accept my support for these important projects.

Thank You
Steve Fleischut
Doylestown PA

Comment #54 — Keri and Dave Sutter — MPMS 105291 — June 05, 2026

So excited to see the rail trail system advance!
I fully support these advancements! Excited to have a wonderful trail to bike and walk along close to my house.
Thank you,
Cherith Sutter
[REDACTED_MAILING_ADDRESS]
Churchville

Comment #55 — Steve Souder — MPMS 105291 — June 05, 2026

I support the completion of these projects. The public must face-down
those that have been opposed to it.

Steve Souder

Richboro PA

Comment #56 — ecgoldberg@aol.com — MPMS 105291 — June 05, 2026

I wholly support the construction of the Newtown Rail Phases Three and Four.
Elissa Goldberg

Comment #57 — Gary — MPMS 105291 — June 05, 2026

I am in strong support for the completion of the Newtown Rail Trail. Please move this project forward. I am an 70 year old avid cyclist. My hope is to see this project completely open in my lifetime!
Get this done.
Gary Plefka
[REDACTED_MAILING_ADDRESS]
Sent from my iPhone

Comment #58 — Cheryl Marquette — MPMS 105291 — June 05, 2026

Good Evening,
We are excited for the completion of the Newtown Rail Trail into Newtown, Pa. As a Holland resident, there are few sidewalks and safe places to ride with children. The Rail Trail would provide safe corridors for residents to enjoy physical activity and nature at the same time. In fact, the trail would greatly improve safety along Elm Ave. as the many cyclists who ride along the narrow and dangerous road would be able to utilize the Rail Trail rather than the road there.
Thank you for supporting this community enhancing cause!

Sincerely,
Cheryl Marquette
Holland Resident
Sent from my iPhone

Comment #59 — yum wong — MPMS 105291 — June 05, 2026

Hello

Want to express support for long gestating project to convert rail tracks to walking trail across Newtown, holland, and chruchville area.
Yum Wong

Comment #60 — Michael Smolyak — MPMS 105291 — June 04, 2026

I strongly support funding for the Newtown Rail Trail Phase 3 (MPMS #82132) and Phase 4 (MPMS #82134) projects. Completing these phases will extend a valuable multi-use trail into Newtown, creating a safer and more connected transportation and recreation corridor for residents, cyclists, runners, and pedestrians. The trail will improve access to parks, neighborhoods, schools, and local businesses while reducing reliance on automobile travel for short trips.
The Newtown Rail Trail has already demonstrated significant community value, and advancing Phases 3 and 4 will help realize the vision of a continuous trail connection through Bucks County. These investments support healthy lifestyles, environmental sustainability, traffic reduction, and economic activity in the communities along the corridor.
I respectfully encourage DVRPC and its partners to include funding for these projects in the 2027 program and continue advancing the Newtown Rail Trail toward completion.

Regards,
Michael Smolyak
[REDACTED_MAILING_ADDRESS]

Comment #61 — Robert Brown — June 15, 2026

DVRPC,

Hi,

I'm a Philly resident that uses a bike as my primary means of transportation. It's important to me that the Philadelphia region becomes more hospitable to travel via means other than personal vehicles.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Robert Brown

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #62 — Daniel Trumble — June 15, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Daniel Trumble

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #63 — Tiffany Robinson MPMS 105291 June 15, 2026

DVRPC,

I appreciate the opportunity to comment on the Draft FY2027 TIP. As a transportation planner and trails professional, I have seen firsthand how connected trail networks can serve as both recreational assets and transportation infrastructure. The Circuit Trails network represents a significant regional investment that will strengthen connections between communities in Pennsylvania and New Jersey while expanding opportunities for walking, biking, and other forms of active transportation.

These investments will also generate economic benefits by attracting visitors, supporting local businesses, increasing access to parks and public spaces, and connecting residents to jobs, schools, transit, and other everyday destinations. As New Jersey advances implementation of its Target Zero Action Plan, which identifies the development of a statewide greenway network as a key action, the importance of connected regional trail systems is becoming increasingly clear. The Circuit Trails network serves as a model for how trail investments can improve safety, mobility, quality of life, and regional connectivity across state lines.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Tiffany Robinson

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #64 — Jorge Leon — June 14, 2026

DVRPC,

As a 25-year resident of Bucks County, I wanted to express my full support for funding additional bike trails.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jorge Leon

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #65 — Sharada Shreve-Price MPMS 105291 June 14, 2026

Hello,

After reviewing the Draft FFY 2027 TIP for the DVRPC Pennsylvania Subregion

I would like to voice my support for the following 05291 - The Circuit Line
Item projects:
1) Bucks - Newtown Rail Trail Phase 3 (Nature Center to Village Shires)
MPMS #82132
2) Bucks - Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough)
MPMS #82134

The promise of this trail was one of the things that attracted us to Newtown while on a nationwide job search 10 years ago. Its completion would be a dream come true and would vastly increase the quality of life in Newtown, which is otherwise not very well connected to other cycling infrastructure in the area.

Thank you,
Sharada Shreve-Price

Comment #66 — Stephen Megargee — June 14, 2026

DVRPC,

If you have ever ridden the trails, you wouldn't have to ask this question. I you have never ridden the trails, you should be prohibited from making any decisions that affect them.

Thank you

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Stephen Megargee

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #67 — Nancy Sauers — MPMS 105291 — June 14, 2026

Hello, I am sending my enthusiastic support for the following trail projects:

1. Bucks County - Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132
2. Bucks County - Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

Please do your best to put these into place as soon as possible. I am almost 62 years old and hoping to walk and ride on the trails before I am too old to do so. If there is anything I can do to move the process along more quickly please let me know.

Best regards,

Nancy Sauers

Holland, PA

Comment #68 — Gary Funk — June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Gary Funk

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #69 — Michael Flounders MPMS 105291 June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Flounders

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #70 — Roy Aizen — June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Roy Aizen

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #71 — Drayton Murray — June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Drayton Murray

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #72 — Nicholas Coppa **MPMS 105291** **June 13, 2026**

DVRPC,

I do NOT support any bike trail legislation that allows motorized (ebikes) bikes or scooters on bike/pedestrian only roads, paths or trails. So contrary to the pre prepared verbiage below. I do NOT fully support the Draft FY2027 TIP for Pennsylvania unless ebikes and other electrified vehicles are NOT allowed on the paths, trails or dedicated lanes.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Nicholas Coppa

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #73 — Mary Alice Salzer — June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Mary Alice Salzer

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #74 — Michael Yasner — June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Yasner

[REDACTED_MAILING_ADDRESS]

REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #75 — Mike Dellapenna June 13, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Mike Dellapenna

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #76 — Michael Piersol June 13, 2026

DVRPC,

I am a trail ambassador for Schuylkill Greenway. These trails are vital to our communities. We need to continue to allocate funding to complete, enhance and improve our trails. We need to commit to providing a robust system of trails that connect one to another for transport as well as recreation.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Piersol

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #77 — Kathryn Gavenda — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Kathryn Gavenda

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #78 — Jason Volpe — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jason Volpe

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #79 — David Yang — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

David Yang

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #80 — Luke Dyjak — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Luke Dyjak

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #81 — Dan Mcgrath — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Dan Mcgrath

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #82 — Ann Repplier — June 12, 2026

DVRPC,

I'm no longer able to bike, but when I did I loved the circuit trails!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Ann Repplier

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #83 — Mary Pat Tumelty — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

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MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Mary Pat Tumelty

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #84 — Preston Hicks — June 12, 2026

DVRPC,

While I'm a New Jersey resident, I frequently use the Circuit Trails, and have gotten a lot of value out of them in terms of recreation, exercise, and growing my sense of connection with the region. In addition, I strongly value the ability to travel without use of car, and the more the Circuit Trails grow, and the more that existing trails are connected together, the easier and safer it will be to do so. I support the following spending measures on Circuit Trails projects.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Preston Hicks

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #85 — Patrick Monahan — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Patrick Monahan

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #86 — Robert Daniels — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Chester Creek Trail Phase 2

Parkside Cynwyd Trail

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Robert Daniels

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #87 — Dan Jass — June 12, 2026

DVRPC,

Every trail that is built for a Bicycle removes multiple cars from city and highway streets. It's a no-brainer.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated

to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Dan Jass

,

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #88 — Daryl Ezzo — June 12, 2026

DVRPC,

Thank you for allowing public input on these important projects that help us bike and walk more safely!

I am familiar with some of them, as they are close to Newtown and Washington Crossing where I live.

I believe that all of the projects are very valuable to invest in for non-motor vehicle travel throughout the five-county region, but I will highlight one project that I believe is a no-brainer for including: #4 below, the inclusion of multi-use path in the Delaware River Bridge Replacement. Thank you for considering that and for all of your work, and God bless you!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Daryl Ezzo

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #89 — Bill Matthai — June 12, 2026

DVRPC,

Bike riding off road is safe, healthy, and fun!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Bill Matthai

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #90 — Jason Mifflin — June 12, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jason Mifflin

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #91 — Cas Marburger June 12, 2026

DVRPC,

While not a resident of the greater Philadelphia region, I visit frequently for work and use the Circuit Trails often.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Cas Marburger

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #92 — Mike Bishop — MPMS 87784 — June 12, 2026

Dear DVRPC,

I'm a resident of Port Richmond and I wish to comment on Project 87784, "Aramingo/Harbison: Church Street to Amtrak (Section BS3)," in DVRPC's 2027 Pennsylvania Transportation Improvement Program (TIP).

I support the installation of a multi-use sidepath on the east side of Aramingo Ave from Church St to Orthodox St/Margaret St. This improvement will meaningfully improve bicycle and pedestrian safety along this essential corridor and increase equitable transportation access in the neighborhood.

However, I request PennDOT extend this multi-use sidepath to the northern boundary of the roadway project area at Torresdale Ave, rather than ending the sidepath at Orthodox St/Margaret St. This entire segment of Aramingo Ave is on the City's 2025 High-Injury Network and desperately needs safe, multimodal infrastructure far beyond what PennDOT proposes. It's essential for our public agencies to spend taxpayer funds in a way that ensures the bicycle network offers safe, separated bi-directional paths for all our community members. Achieving a high, universal standard of safety for all vulnerable road users has to be a top priority, not just an afterthought in roadway widening projects.

Tragically, Port Richmond resident Glenn Colville recently died a few blocks away on Aramingo Ave due to a lack of safe bicycle infrastructure; PennDOT has the ability to prevent future tragedies by extending this sidepath too.

A strong connection to Torresdale Ave improves bicycle access in Wissinoming, Tacony, Frankford, Mayfair, Bridesburg, and Port Richmond offering access to residences, schools, employment, parks, public transit, and amenities in all the adjacent neighborhoods. Extending the sidepath enhances the usefulness of a low-cost, active transportation option for residents. It improves geographical, educational, and economic mobility, contributing to DVRPC's Long-Range Plan goal of reduced VMT, and helps to achieve Vision Zero's goal of zero traffic deaths. It also reduces local traffic congestion and roadway maintenance by taking motor vehicles off the road. Additionally, it contributes to a reduction in harmful carbon emissions, improving public health in our community as well as global climate resilience.

Thank you for considering my comment in favor of additional separated bicycle infrastructure!

- Mike Bishop

Comment #93 — Rennie Meyers — June 11, 2026

DVRPC,

The best way to get to know this region is by bike, and it's been my pleasure to do so — but there's lacking connectivity and routes, which denies certain areas of PA local tourism revenue and access.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Rennie Meyers

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #94 — Adrian Velonis June 11, 2026

DVRPC,

I travel primarily by biking and walking. The Circuit Trails, bike lanes, and sidewalks throughout the region are essential for me to get to work, visit family, and participate in community events. Multi-modal transportation options reduce living expenses and carbon emissions. More investment into the Circuit Trails and other multimodal infrastructure would be a big benefit for the region.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Adrian Velonis

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #95 — Daniel Paschall MPMS 105291 June 11, 2026

DVRPC,

In addition to the request below please also update the State Road Reconstruction project in Bristol Township to include in the scope language the work PennDOT is doing to incorporate the East Coast Greenway into part of its project along State Road.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Daniel Paschall

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #96 — Sam Ressin — June 11, 2026

DVRPC,

I strongly support trail funding. My primary transportation method is by bicycle. I do not own a car. Funding trails allows people like me to get around safely. Thank you.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Sam Ressin

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #97 — Samuel Chung — June 11, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Samuel Chuna

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #98 — Jessie Amadio — June 11, 2026

DVRPC,

I live in South Philly and I am dying for progress on projects like the Batrams/Passyunk and Spring Garden Connector. I don't have a car and I am desperate for safer bicycle facilities across the city.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jessie Amadio

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #99 — Laurie Gartman MPMS 105291 June 10, 2026

To Whom It May Concern: Please approve funding for the Newtown Rail Trail Expansions(Phases 3& 4) As an avid cyclist, I appreciate that the beautiful trail gives me access to the businesses surrounding the trail. I will be moving in the future and would be more likely to consider a town with a bike trail running through it. A nice bike trail benefits all community members and provides kids with a safe place to ride. Thanks for your consideration.

Sincerely,

Laurie Gartman

Sent from my iPhone

Comment #100 — Evan Bedser June 16, 2026

DVRPC,

I use the trail system daily! The trails and bike paths are one of my favorite parts about living in the Philly area!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Evan Bedser

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #101 — Michael Kovach — June 16, 2026

DVRPC,

This should not require my input. This should be at the top of your docket or list of things to do.

Just do it!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Kovach

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #102 — Rajeev Ram — June 16, 2026

DVRPC,

I support more trails

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Rajeev Ram

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #103 — John Stratman — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

John Stratman

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #104 — Emilia Crotty — June 16, 2026

DVRPC,

Thank you for demonstrating such a strong commitment to realizing the vision of the Circuit Trails, a network that makes our region healthier, safer, more livable, and better connected.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Emilia Crotty

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #105 — Amy Sankar — June 16, 2026

DVRPC,

I’m in support for more trail networks in the philadelphia region

I’d like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Amy Sankar

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #106 — Malialina Derden — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Malialina Derden

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #107 — Chris Bannan — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Chris Bannan

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #108 — Alyssa Zinar — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Alyssa Zinar

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #109 — Daniel Love — June 16, 2026

DVRPC,

Not enough can be said to summarize my STRONG support for the circuit trails network! I use these trails today for both transportation and recreation. They help the health of our community in so many ways. From individual fitness to global reduction of carbon emissions, their impact is worth every dollar and pays dramatic dividends. Please continue to invest in this network!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Daniel Love

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #110 — Javier Echavarri — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Javier Echavarri

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #111 — Porchandstem MPMS 105291 June 15, 2026

Dear DVRPC,
I am writing to express my strong support for allocating 2027 funding to advance the Newtown Rail Trail. Specifically, I urge the full approval and prioritization of funding for the following projects:

1. Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires)
2. Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough)

As a community member, I believe completing these phases is vital for our region. Extending the trail from the Churchville Nature Center all the way into Newtown Borough will significantly enhance local outdoor recreation, offer safe alternatives for pedestrians and cyclists, and seamlessly connect our neighborhoods. This infrastructure investment will benefit public health, reduce traffic, and support local businesses by making Newtown a more accessible destination.
Thank you for considering my feedback and for your continued commitment to improving regional connectivity through the Circuit Trails network.
Sincerely,
Samantha

Comment #112 — sandytsnu MPMS 105291 June 15, 2026

I would like to express my request that the plans to progress the trail into Churchville nature center. I have used several sections, either walking or biking for years and look forward to exploringthis new section. Many of my senior neighbors enjoy the beauty and safety provided by the already completed sections.Grateful to be a resident within walking distance.Sandra RahillSent from my Galaxy

Comment #113 — Elias Bartholomew June 15, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online

"search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Elias Bartholomew

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #114 — Uma McGuire — June 15, 2026

DVRPC,

the Circuit Trails keeps me connected to our beautiful landscape and its communities.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Uma McGuire

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #115 — Jake Cannon — June 15, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jake Cannon

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #116 — Steve Rakoczy — June 22, 2026

DVRPC,

The trails you preserve will benefit your community in perpetuity .

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Steve Rakoczy

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #117 — Craig Mucher — June 22, 2026

DVRPC,

So far in 2026, I have ridden three times on the Delaware and Lehigh Trail, twice on the Schuylkill River Trail, and once on the Perkiomen Trail as part of nearly 100 rides and 1400 miles. More rides on each of these three as well as the Chester Valley Trail are in my plans for later in 2026.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Craig Mucher

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #118 — Vanessa Salasky — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Vanessa Salasky

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #119 — Preston Orr — June 22, 2026

DVRPC,

I use the trails as much as I can. They are very important to the area. Especially would like to see the Newtown rail trail completed.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Preston Orr

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #120 — Holly Goeckler — June 22, 2026

DVRPC,

I support all of the proposed actions below and urge full funding for these projects.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Holly Goeckler

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #121 — Elaine Sloan — June 22, 2026

DVRPC,

I fully support the funds being allocated for these important projects. These circuit trails are important now and for our future and are vital to our infrastructure. These projects must be completed to form a lasting effect on our region, now and for future generations.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Elaine Sloan

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #122 — Daniel McGrath — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Daniel McGrath

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #123 — Chris Basler — June 22, 2026

DVRPC,

Circuit Trails projects provide active transportation opportunities for most populations, regardless of demographic, cultural, geographic, health or socioeconomic standards and status.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Chris Basler

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #124 — Gina Seibel June 22, 2026

DVRPC,

Trails give safe opportunities for exercise and socializing. They bring tourism to the surrounding areas and build communities.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Gina Seibel

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #125 — Kait Hood — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Kait Hood

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #126 — Stephen Megargee — June 22, 2026

DVRPC,

Every year, Americans spend their time and money vacationing in countries with well-funded and maintained bicycle path systems. Aren't we good enough to do the same?

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Stephen Megargee

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #127 — John Randolph June 22, 2026

DVRPC,

As founder of the Schuylkill River Development Council 34 years ago, I have been fortunate to see the development of both the Schuylkill River Trail and the other Circuit trails and to have seen and experienced the many benefits that they provide from all the communities that are now connected together as well as to personal health.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

John Randolph

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #128 — Jeff Obrecht MPMS 105291 June 22, 2026

DVRPC,

It is with great anticipation that I reviewed the Fy 27 TIP; what a tremendous opportunity to prioritize much needed infrastructure improvements. The increases in costs are staggering, and I think that PennDOT and FHWA needs to emphasize and prioritize the use of recycled materials in their construction - greater use of RAP, expanding the use or RCA, and where appropriate, other materials generated by the construction. If PennDOT can save 20 percent or greater - this would have a tremendous impact on the ability to potentially allocate the saved funds to other deserving project. The technologies exist and may currely-approved techniques enable cold or warm-placed asphalt roads. higher RAP percentages (including 100% on high-volume roads). And regarding trails - we might pave 20% more miles with recycled materials use - AND WITH NO REDUCTION IN LIFECYCLE. Our engineering community needs to default from "use the last spec package" and consider specifying recycled techniques - which are proven in PA. I heartily endorse this TIP - an wish there were greater support of Circuit Trails project.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jeff Obrecht

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #129 — Lyn Hedrick — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Lyn Hedrick

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #130 — Elizabeth Hersh — June 22, 2026

DVRPC,

The Circuit Trails is a game changer. The trails are a great alternative to driving. My family uses them regularly.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Elizabeth Hersh

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #131 — Vincent Boyle — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Vincent Boyle

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #132 — Carl Tucker — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Carl Tucker

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #133 — Brian Anderson — June 22, 2026

DVRPC,

I'm a resident of Havertown with a family, and we enjoy the trails and public areas, both for fitness and overall relaxation.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Brian Anderson

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #134 — Elizabeth (Betsy) Crane — June 22, 2026

DVRPC,

I live in Swarthmore and use trails for walking and biking. As a senior citizen these trails are vital to me for exercise and being in nature.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Elizabeth (Betsy) Crane

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #135 — William Ervin — June 22, 2026

DVRPC,

Hello,

Please continue funding the trail projects. I'm in my 60's now and love the use of the trails. I ride a bike and its much safer on

the trails then riding out on the streets.

Thanks

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

William Ervin

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #136 — Benjamin Farr — June 22, 2026

DVRPC,

Walkability and easy access to green space are some of the things that make our region unique and attractive. I use circuit trails at least a few times a week--they are an important part of my experience of the city. Please help Circuit Trails continue

to develop the network of green areas in our region.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Benjamin Farr

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #137 — Jonathan Krauss — June 22, 2026

DVRPC,

I ride the Delaware River trail to and from work every day. It's connectivity and safety keep my employed and alive.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jonathan Krauss

[REDACTED_MAILING_ADDRESS]

REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #138 — Amy Sankar — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Amy Sankar

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #139 — Ned Levi — June 22, 2026

DVRPC,

These projects are extremely important to the well being of Pennsylvania voters.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Ned Levi

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #140 — Laura Warfield — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Laura Warfield

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #141 — Jane Murray — June 22, 2026

DVRPC,

Connectivity in the trail network is a critical infrastructure need. Please support these projects.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jane Murray

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #142 — Natalia Perez — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Natalia Perez

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #143 — Jacob Kaplan — June 22, 2026

DVRPC,

Thank you for the work you do to make our area more green and accessible, as an avid cyclist I greatly appreciate having safe bikeways and trails in the area I live.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jacob Kaplan

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #144 — Kelsey Stanton Murphy — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Kelsey Stanton Murphy

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #145 — Michele Perch — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michele Perch

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #146 — Steven Nelson — June 22, 2026

DVRPC,

As a professional planner and one deeply involved in planning for multi-use trails and promoting trails for transportation, economic development and public health, I write this email of support for the draft PA TIP that will help fund trails across

the Commonwealth and in my home region.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Steven Nelson

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #147 — David Sims — June 22, 2026

DVRPC,

As the Chairperson representing the 14th Community Organization RCO serving the Poplar neighborhood and parts of Yorktown and Ludlow, I want to extend my thanks for your work advancing a TIP that prioritizes vulnerable road users like pedestrians and cyclists.

As we eagerly await one of the key projects, the Spring Garden Connector, we want to express our support for other important projects around the region that will bring safer transportation options to other neighborhoods.

Providing viable alternatives to driving supports our neighborhood's vitality, the region's economy, and the health and well-being of our city (which I know DVRPC planners know and understand also). Please consider the below remarks about the draft TIP.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

David Sims

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #148 — Kate VanVliet — June 22, 2026

DVRPC,

As a parent of young kids and bicycle commuter, we deserve contemporary trail connections and safe passages for this generation of users and the next! Please fund these important connections so by the time my kids are young adults they'll actually have safe ways to commute by bike, lessening our reliance on cars and fossil fuels in the future.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Kate VanVliet

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #149 — Ivana Seric — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Ivana Seric

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #150 — Dominic Vasturia — June 22, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Dominic Vasturia

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #151 — Brian Elmore — June 22, 2026

DVRPC,

I am a Philadelphia resident and frequent trail user.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

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MPMS# 119841: Cross County Trail Extension

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Brian Elmore

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #152 — Niles Dewees — MPMS 105291 — June 22, 2026

Hello. I bicycle commuted almost daily from my home near Bryn Athyn to my job in Newtown for a few years. The Pennypack trail through Southampton and the Newtown Rail Trail to Bristol road allowed safe, car free travel for part of those trips. Bicycle commuting, on the trails in particular, were the highlights of my day. A trail all th way to Newtown would benefit so many with a safe place to be outside.
Thank you

Niles Dewees

Comment #153 — Amber Hough — June 21, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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Chester Creek Trail Phase 2

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Amber Hough

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #154 — Alex Milone — June 21, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Alex Milone

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #155 — Sally Neiderhiser — June 21, 2026

DVRPC,

I believe this is a very important investment and I support the PA Transportation Improvement Program.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Sally Neiderhiser

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #156 — Emily DeFreitas — June 21, 2026

DVRPC,

My husband commutes on the circuit trails frequently because our neighborhood and his work both touch the network; he knows others who do the same. We've even picked up a car from an auto repair shop by biking on the trails. I'm sure this decreases traffic on the local roads. I've mainly used the trails for recreation, and I love exploring new spots I haven't visited before. We feel very fortunate to have another way to get around that's also great for fitness and spending time in nature, and every new mile and connection makes the network a little more useful and enjoyable. Improving and maintaining this network makes southeastern PA a better place to live.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Emily DeFreitas

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #157 — Caitlin Stormont — June 21, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated

to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Caitlin Stormont

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #158 — Kathleen Fennelly — June 20, 2026

DVRPC,

Approving funding for the Trail Circuit invites diverse communities to come and spend time together than in a safe green space through well established and corridors for all people to enjoy Philadelphia parks. Building community one trail circuit at a time.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Kathleen Fennelly

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #159 — Joan Grozalis — MPMS 105291 — June 20, 2026

I'm looking forward to this trail moving forward! Thank you!

Yahoo Mail: Search, Organize, Conquer

Comment #160 — Katy Otto — MPMS 70231 — June 20, 2026

Dear DVRPC,

I’m a South Philly resident and I’m asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I’m concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a roundabout.

Get Outlook for iOS

Comment #161 — Andrea Troy — June 20, 2026

DVRPC,

I’d like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Andrea Troy

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #162 — Mark Vondra — June 20, 2026

DVRPC,

I'm retired however I was able to commute to work by biking 17 of my 40 year career due to our local trails.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Mark Vondra

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #163 — Christopher Dascher — June 20, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A

roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a roundabout.

Sincerely,
Christopher Dascher

Comment #164 — Judith Tarullo Vose — June 20, 2026

DVRPC,

Bicycling is the best transportation choice for healthy humans and environments. Build the cost effective infrastructure needed for safe commuting across our gridlocked region. Thank you!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Judith Tarullo Vose

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #165 — Chris Stanford — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Chris Stanford

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #166 — Ryan Cardone — June 19, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a roundabout.

From,
Ryan Cardone

Comment #167 — Eugene Gualtieri — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path

in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Eugene Gualtieri

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #168 — mark Poderis — June 19, 2026

DVRPC,

Its not just trails, its better outcomes

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

mark Poderis

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #169 — Patti Poderis — June 19, 2026

DVRPC,

Its not just trails, its better outcomes

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Patti Poderis

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #170 — Katey Paulson — June 19, 2026

DVRPC,

Its more than trails, its for better outcomes.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Katey Paulson

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #171 — Andrew Poderis — June 19, 2026

DVRPC,

Its more than trails , its a pathway for better outcomes

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Andrew Poderis

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #172 — Warren Bedoya — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 118030: Newtown Trail

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Warren Bedoya

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #173 — Shawn Bachman — June 19, 2026

DVRPC,

Please prioritize trails so we can get around safely without a car!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Shawn Bachman

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #174 — Roan OSullivan — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Roan OSullivan

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #175 — Gloria Safar — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Gloria Safar

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #176 — John Teoli — June 19, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a

roundabout.

Regards,
John Teoli

Comment #177 — Rona Buchalter — June 19, 2026

DVRPC,

I lam a 58 year old woman, living in Center City Philadelphia, who has recently rediscovered the physical benefit and joy of biking and the ways that our trail network is allowing me to explore our surrounding areas in all directions. I just want to express my great pleasure to see this financial and policy commitment to continuing to build out and expand the Circuit Trails Network statewide. Thank you!!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Rona Buchalter

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #178 — Greg Ladner — June 19, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Greg Ladner

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #179 — James Manuel — June 19, 2026

DVRPC,

Recent improvements to the Philadelphia region are appreciated but only represent a tiny bite at the apple. We have so much more to do to bring our neighborhoods into a world of safety.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

James Manuel

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #180 — Michelle Lee — June 19, 2026

DVRPC,

I moved to South Philadelphia 15 years ago, partly because of the wonderful walking and biking access. Today my family including a 3 and 5.5 year old use the Circuit Trails for commuting and fun. Circuit Trail growth over the past decade has made biking and walking noticeably safer for our family at all ages, from newborn walks in strollers along the Delaware to cargo bike rides on the SRT to daycare commutes and grandparent rides on the Delaware River Trail. Just last week my 5 yo was able to ride 6 miles round trip to reach Penn Treat Park.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michelle Lee

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #181 — Jody T

June 19, 2026

DVRPC,

This project is of key importance to our state!!

We need safe traffic free places to walk, bike and jog

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jody T

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #182 — Carly Jornlin — June 19, 2026

DVRPC,

My name is Carly Jornlin.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Carly Jornlin

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #183 — Helena Gallant — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Helena Gallant

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #184 — Jacob Seedorff — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jacob Seedorff

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #185 — Devin Spolsdoff — June 18, 2026

DVRPC,

As an avid trail user in the region, safe connectors bridge the region and connect communities through healthy, safe, fun, and free resources. It is important for the safety, health, and happiness of the community to boost trail infrastructure especially through the bridge between trails. This should be the top priority of any agenda and I would love to see it within my own community.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Devin Spolsdoff

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #186 — Joia Mitchell — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Joia Mitchell

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #187 — Linda Malinowski — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Linda Malinowski

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #188 — Ethan Benedict — June 18, 2026

DVRPC,

In order to mitigate the impact of climate, as well as to lessen traffic congestion, as a society we must provide feasible, and enjoyable alternatives to driving everywhere we need to go; I wholeheartedly support the improvement and expansion of our trail network.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path

in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Ethan Benedict

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #189 — Terry Haynes — June 18, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a roundabout.

Terry Haynes
[REDACTED_PHONE]

Comment #190 — David Talone — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

David Talone

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #191 — Michael Cunningham — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

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Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Cunningham

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #192 — Eden MacDougall — June 18, 2026

DVRPC,

My mom likes biking but it scared to bike on the street because Philly drivers are insane. She only feels safe on trails, like the Schuylkill River Trail, but that doesn't connect to most places she wants to go. We need a comprehensive circuit trail network so its easier to get around on bike without having to mix with traffic.

I’d like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Eden MacDougall

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #193 — Julio Rodriguez — June 18, 2026

DVRPC,

Please fund these projects. Doing so will help me and family get around safely.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Julio Rodriguez

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #194 — JOHN BRYAN June 18, 2026

DVRPC,

Making safe walking and biking routes accessible throughout the region will help make our communities healthier and more sustainable.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

JOHN BRYAN

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #195 — Luke Steinke — June 18, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all

ages, modes, and abilities. Please consider their safety and implement a roundabout.

Comment #196 — Dom Vasturia — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

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Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Dom Vasturia

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #197 — Andy Porter — June 18, 2026

Dear DVRPC,

I'm a South Philly resident and I'm asking that the project specification for the Swanson Street Reconstruction (#70231) in the DVRPC 2027 PA TIP be reconsidered to extend the planned two-way sidepath to Christopher Columbus Boulevard, rather than ending the path at Mifflin St. Such a connection would offer better access to the Delaware River Trail and the rest of the bicycle network, improve safety, and reduce traffic congestion by giving residents a safe, convenient alternative to driving.

Also, please include a roundabout at Swanson and Snyder, rather than a traffic signal. I'm concerned by the high speeds that a signal will encourage, and the risks borne by pedestrians, cyclists, and motorists. A roundabout with protected bike lanes would reduce incidents of dangerous motor vehicle speeding while also improving traffic flow. The project would also be an opportunity to significantly improve safety for bicyclists by providing fully separated infrastructure at the intersection rather than only mid-block. This area is characterized by proximate high-speed driving corridors, but is itself a destination for workers and shoppers of all ages, modes, and abilities. Please consider their safety and implement a roundabout.

-Andrew Porter

Comment #198 — Jacqui Baxter-Rollins — June 18, 2026

DVRPC,

When the Circuit Trails network is complete, it will provide valuable transportation infrastructure, necessary for the sustainability and development of our region.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path

in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jacqui Baxter-Rollins

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #199 — Winni Jiang — June 18, 2026

DVRPC,

I wish that you would keep the circuit traits as it is vital to the whole community of Greater Philadelphia. Thank you!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Winni Jiang

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #200 — Heather DeGroot — June 18, 2026

DVRPC,

Please continue to fund and support the circuit trails.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Heather DeGroot

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #201 — Diana Hulboy — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

Parkside Cynwyd Trail

Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Diana Hulboy

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #202 — Linda Tedeschi Miller — June 18, 2026

DVRPC,

The circuit trails network contributes not only to the safety of communities, by affording protective means of travel for pedestrians and bikers, but also contributes to the fabric of our communities enhancing the attractiveness and appeal to tourists which ultimately improves the economy. I have not even mentioned the health benefits provided by use of these pathways! My hope is that funding these areas will move forward as outlined below.

Thank you,

Linda Tedeschi Miller

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

Newtown Rail Trail Phase 3

Newtown Rail Trail Phase 4

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Wissahickon Gateway Trail

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Linda Tedeschi Miller

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #203 — Sonia Duprez — June 18, 2026

DVRPC,

As an elementary teacher in East Falls, the Wissahickon trails have provided invaluable experiential and healthy learning opportunities to many students. As a mother to two teenagers, being outdoors as a family is more necessary than ever! We are always appreciative of the care that is given to our trails and we are grateful for the commitment to nature in Philly communities!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Sonia Duprez

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #204 — Jessica Day — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

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MPMS# 118030: Newtown Trail

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jessica Day

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #205 — Michael Murphy — June 18, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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

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MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michael Murphy

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #206 — Joe Palmer MPMS 105291 June 17, 2026

I am commenting on the following items:

1. Bucks County – Newtown Rail Trail Phase 3 (Churchville Nature Center to Village Shires), MPMS #82132
2. Bucks County – Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough), MPMS #82134

I am very much in favor of providing funding so that these phases of the Newtown RI\ail Trail Project can move forward. Please proceed with funding so the overall project can be completed in a timely manner - it is already much overdue.

Sincerely,

Joe Palmer
Holland, PA
[REDACTED_PHONE]

Comment #207 — Riddhi Batra — June 17, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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MPMS# 119841: Cross County Trail Extension

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MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Riddhi Batra

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #208 — Deborah Rossow — June 17, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

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MPMS# 74827: Delaware Canal Enhancement

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Deborah Rossow

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #209 — Steven DeLaurentis — June 17, 2026

DVRPC,

I am a real person. Not AI. 2+2=4. Go Phils.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Steven DeLaurentis

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #210 — Dominic Frascella — June 16, 2026

DVRPC,

Trails are the lifeblood of our region. I dream of a day where I can ride my bike with my son from Lansdale to the Zoo in Norristown (and beyond) via the Liberty Bell trail.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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MPMS# 105291: The Circuit Line Item

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

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MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

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119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Dominic Frascella

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #211 — Eugene Friesen — June 16, 2026

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

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projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item

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Wissahickon Gateway Trail

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

MPMS# 81785: Cross County Trail East - Section A

MPMS# 82084: Cross County Trail East - Section B

MPMS# 119841: Cross County Trail Extension

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

MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3

MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

MPMS# 99668: PA 291 Drainage Improvement

MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2

MPMS# 118038: Spring Garden Connector

MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck

MPMS# 64778: State Road Reconstruction

MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)

MPMS# 118030: Newtown Trail

MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek

MPMS# 110313: Belmont Avenue Bridge over Schuylkill River

MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 81294: South Easton Road Township to Borough Connector Trail

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online "search" feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Eugene Friesen

[REDACTED_MAILING_ADDRESS]

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #212 — John Boyle — June 22, 2026

In future Draft TIP Interactive Maps, please overlay the Regional High Injury Network as a layer. This will help us determine which projects to prioritize in our comments and provide a general idea of which projects are being constructed on the network.

Comment #213 — John Boyle — June 22, 2026

MPMS 119481, 82157, 82083 -
Bicycle Coalition of Greater Philadelphia Comments:
We support these projects

Comment #214 — John Boyle — MPMS 16577 — June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments: This project is on the Regional High Injury Network, just outside the City Limits of Philadelphia. The sidewalks proposed should be redesigned as 10 foot wide shared use paths along with mitigating motor vehicle vulnerable road user conflicts at commerical driveways.

Comment #215 — John Boyle — MPMS 82156 — June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments:
We support this project which is on the Regional High Injury Network.

Comment #216 — John Boyle — MPMS 119481 — June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments:
We support this project, which is a major missing link in the Circuit Trails Network.

Comment #217 — John Boyle — MPMS 81785 — June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments:
We support this project

Comment #218 — Gregory J. Allen — June 22, 2026

Public Comments on the Draft DVRPC FFY 2027

Transportation Improvement Program (TIP) for Pennsylvania
Submitted by Dr. Gregory J. Allen, Founder, President & CEO, Overbrook West Neighbors (OWN), Inc.

On behalf of Residents, businesses and stakeholders of the Upper Lancaster Avenue Business Corridor (52nd Street to 63rd Street), Philadelphia, PA — ZIP codes 19131 & 19151

Re: Request for traffic safety, pedestrian, and streetscape investments on the Upper Lancaster Avenue Business Corridor — a Regional High Injury Network (RHIN) corridor

Context for all comments below: Overbrook West Neighbors (OWN), Inc. is a Philadelphia-based Community Development Corporation and Registered Community Organization founded in 2018, serving approximately 77,000 residents across ZIP codes 19131 and 19151 — a service area with a documented Black/African-American majority population. A historic transportation route, Lancaster Avenue, State Highway Route 30, serves an estimated 15,000 daily transit passengers and is designated for revitalization under Philadelphia's East Overbrook Redevelopment Area Plan. The corridor between 52nd and 63rd Streets has been flagged on DVRPC's Regional High Injury Network (RHIN) and aligns directly with the Long-Range Plan's Regional Vision Zero funding priorities (as confirmed by DVRPC Public Participation Planner Lillian Drake in correspondence dated 2026). We respectfully submit the following comments urging that the FFY 2027 TIP advance specific, programmable safety and streetscape investments on this corridor.

Comment 1 — Add a Dedicated Lancaster Avenue (52nd–63rd) Safety Improvement Project Modeled on the 63rd Street & Cobbs Creek Program
TIP Category: Intersection/Interchange Improvements & Signal/ITS Improvements
We request that DVRPC and PennDOT add a programmed safety improvement project for Lancaster Avenue between 52nd

and 63rd Streets, modeled directly on the 63rd Street Cobbs Creek Safety Improvement Program led by PennDOT staff LeAnne Fullard and Nihi Sukranl. This project demonstrates a replicable, scalable framework for corridor safety in West Philadelphia that in Phase II will extend through our Overbrook target area. Extending the same engineering treatments — high-visibility crosswalks, signal retiming, leading pedestrian intervals (LPIs), and curb extensions — eastward along Lancaster Avenue would create a continuous, safe pedestrian network from Cobbs Creek / 63rd Street to the 52nd Street commercial node.
Supporting rationale: This corridor is already on the Regional High Injury Network. Building on a proven, locally-led PennDOT project lowers engineering risk, accelerates delivery, and ensures consistent treatment across a contiguous five-mile segment.

Comment 2 — Prioritize Signalized Intersection Safety Upgrades at the Five Highest-Risk Crossings
TIP Category: Signal / Intelligent Transportation System Improvements
We urge the inclusion of programmed signal and ITS improvements at the five highest-conflict intersections along the corridor:
- 54th Street & Lancaster Avenue — adjacent to School District of Philadelphia's Edward Heston Elementary School
- 56th Street & Lancaster Avenue — Overbrook Plaza, the business corridor's largest retail anchor
- 59th Street & Lancaster Avenue — School District of Philadelphia's Overbrook High School
- 60th Street & Lancaster Avenue — Philadelphia Parks & Recreation's Tustin Playground
- 63rd Street & Lancaster Avenue — Philadelphia Fire Department Engine 54/Medic 41 and Ad Prima Charter School

These five intersections concentrate school children, seniors, transit users, and emergency vehicle movements. Requested treatments include Leading Pedestrian Intervals (LPI), Accessible Pedestrian Signals (APS), retimed walk phases of sufficient duration for senior pedestrians, and protected left-turn phasing where warranted. Given significantly unsafe traffic conditions, red light cameras are requested at the intersection of 63rd Street & Lancaster Avenue.
Local knowledge basis: OWN's strategic plan documents approximately 30,000 senior residents in the service area whose walking speeds require longer crossing phases than current signal timing accommodates.

Comment 3 — Fund Pedestrian Safety Infrastructure at School Zones (Heston Elementary, Overbrook High School, Ad Prima Charter)
TIP Category: Bicycle and Pedestrian Improvements
Three schools sit directly on this 11-block stretch of Lancaster Avenue, placing hundreds of children in daily contact with high-volume traffic. We request dedicated school-zone safety funding for:
- Edward Heston Elementary (54th Street & Lancaster Avenue) — flashing school-zone beacons, raised crosswalks, and speed tables on approaches.
- Overbrook High School (59th Street & Lancaster Avenue) — pedestrian refuge islands, daylighting of corners (no parking within 20 feet of crosswalks), and enhanced school-zone signage.
- Ad Prima Charter School Overbrook Campus (63rd Street & Lancaster Avenue) — coordinated crossing guard infrastructure and bump-outs.

Trade-off acknowledgment: Curb extensions and parking removal near corners will reduce on-street parking by an estimated 8–12 spaces per intersection. We support this trade-off because the safety of approximately 3,000+ students who traverse this corridor daily outweighs the loss of a small number of parking spaces, particularly given the corridor's strong transit access (Trolley Route 10; Bus Routes 46, 63, 65, and 105).

Comment 4 — Streetscape & Lighting Improvements as a Federally-Eligible Safety Intervention
TIP Category: Streetscape Improvements
We request that the TIP program funding for pedestrian-scale lighting, ADA-compliant sidewalk reconstruction, and street tree planting along the corridor between 52nd Street and 63rd Streets. Pedestrian-scale lighting is a documented countermeasure on the FHWA's Proven Safety Countermeasures list and directly addresses nighttime pedestrian fatality risk

— a known contributor to crashes on RHIN corridors.
OWN's Strategic Plan commits the organization to delivering two corridor beautification projects per year (lighting, murals, streetscaping) as local match capacity. A federally-funded streetscape line item in the TIP would leverage this committed local effort, demonstrating shared investment between DVRPC, PennDOT, the City, and the community.

Comment 5 — Transit Access & Pedestrian Connections to SEPTA Routes 10, 46, 65, and 105
TIP Category: Transit Improvements & Bicycle/Pedestrian Improvements
The Upper Lancaster Avenue Business Corridor is one of West Philadelphia's most transit-rich segments, served by:
- SEPTA Subway-Surface Trolley Route 10 (terminating at 63rd & Malvern, Malvern Loop)
- Bus Route 46 (58th-Baltimore to 63rd & Malvern)
- Bus Route 63 (Lankenau/Overbrook to Columbus Commons/Food Distribution Center)
- Bus Route 65 (Germantown-Chelten to 69th Street Transit Center)
- Bus Route 105 (Rosemont to 69th Street Transit Center)

Despite serving an estimated 15,000 daily passengers, many trolley and bus stops on this segment lack accessible boarding pads, shelters, real-time arrival displays, or safe pedestrian connections to the stops. We request that the TIP program transit stop accessibility upgrades and "last 50 feet" pedestrian connections at the highest-ridership stops, in coordination with SEPTA's ongoing trolley modernization program.

Comment 6 — Traffic Calming on the 52nd–56th Street Sub-Segment as a Priority Pilot
TIP Category: Intersection/Interchange Improvements & Streetscape Improvements
If full corridor funding is not feasible in FFY 2027, we strongly urge DVRPC to program — at minimum — a traffic calming pilot between 52nd and 56th Streets as identified in the April 9, 2026 PPTF meeting and
confirmed in correspondence from Lillian Drake (DVRPC Public Participation Planner). This four-block segment includes:
- Heston Elementary School (54th Street & Lancaster Avenue)
- Overbrook Plaza, the largest retail anchor on the corridor (56th Street & Lancaster Avenue)
- The eastern gateway from the 52nd Street business corridor

Proposed treatments: speed cushions, lane-narrowing through paint-and-post curb extensions, gateway treatments at 52nd & Lancaster, and a road diet feasibility study. A pilot here would generate measurable safety data while engineering proceeds on the broader corridor.
Alternative suggestion (per DVRPC's guide to commenting): If the full project cannot be programmed, we recommend a TIP-funded Lancaster Avenue Corridor Safety Study in FFY 2027 as a precursor to capital programming in FFY 2028–2029.

Comment 7 — Equity and Title VI Alignment: Investing in a Documented Underserved Community
TIP Category: Cross-cutting (Equity / Justice40)
The DVRPC region's commitment to equitable investment is reflected in the Long-Range Plan and federal Justice40 requirements. The 19131 and 19151 ZIP codes contain a documented Black/African-American majority population and meet multiple federal definitions of "underserved" and "disadvantaged" communities (per USDOT's Equitable Transportation Community Explorer). Programming safety capital in this corridor:
- Advances DVRPC's Regional Vision Zero goals on a flagged RHIN corridor.
- Meets Justice40 thresholds for benefits flowing to disadvantaged communities.
- Aligns with Philadelphia's East Overbrook Redevelopment Area Plan.
- Supports the Regional Safety Task Force priorities referenced by DVRPC staff.

Failing to program investments on a RHIN corridor in a majority-BIPOC community while programming similar investments elsewhere risks an inequitable distribution of federal transportation safety dollars.

Comment 8 — Coordinate with OWN as the Community Development Corporation (CDC) and Registered Community Organization (RCO) serving this corridor for Long-Term Stewardship

TIP Category: Project Development & Public Participation
Overbrook West Neighbors, Inc. is the Community Development Corporation (CDC) and Registered Community Organization (RCO) for this corridor and has a Board-adopted 2026–2029 Strategic Plan with specific, measurable commitments that align with TIP objectives, including:
- Advocating for and supporting installation of safety infrastructure at 5+ locations by Year 2 (Goal 3.2)
- Completing 2 corridor beautification projects per year (Goal 1.3)
- Engaging 100 businesses annually in corridor enhancement
- Recruiting 5 new businesses to the corridor by 2027

We respectfully request that any TIP project programmed for this corridor designate OWN as a formal community partner for design charrettes, construction-phase community liaison work, and post-construction stewardship — ensuring that federal investment is matched by sustained local capacity and that community input shapes design from scoping through ribbon-cutting.

Comment 9 — Strong Support for the 59th Street Bridge Replacement Project and Request for Multi-Modal, Community-Integrated Design
TIP Category: Bridge Repair / Replacement & Bicycle and Pedestrian Improvements
Overbrook West Neighbors, Inc. strongly supports the programmed 59th Street Bridge Replacement Project (Status: Design; Design Summer 2026; Construction Fall 2027) and urges DVRPC and the City of Philadelphia to maintain — and where possible accelerate — its inclusion in the FFY 2027 TIP. The existing bridge, originally constructed in the 1920s, has reached the end of its service life. Its replacement is essential to the safety, mobility, and economic vitality of both the Wynnefield and Overbrook neighborhoods, which it connects across the Amtrak and SEPTA Regional Rail lines.
We particularly support the following programmed design elements as documented in the project scope:
- 310 feet long × 70 feet wide replacement structure with reinforced concrete deck, abutments, and piers.
- Two travel lanes in each direction sized to current SEPTA bus, freight, and emergency vehicle needs.
- Dedicated bike lanes on both sides — a critical step toward closing a gap in West Philadelphia's bicycle network and linking to Fairmount Park (within one mile to the east).
- 8-foot-wide sidewalks on both sides — meeting ADA and complete-streets best practice, and accommodating the high pedestrian volumes generated by Overbrook High School, Tustin Playground, and adjacent churches, schools, and community facilities.
- Improvements to street lighting along 59th Street between Lancaster Ave. and Upland Way — a vital pedestrian-safety countermeasure that should be designed to pedestrian scale, not just roadway scale.

The bridge's southern landing sits within one block of Overbrook High School, Tustin Playground, and Lancaster Avenue (U.S. 30) — a Regional High Injury Network corridor and the heart of the Upper Lancaster Avenue Business Corridor. Its northern landing connects to a dense network of community facilities, churches, and schools in Wynnefield. The replacement bridge is therefore not only a structural project but a generational opportunity to knit together two historically connected, majority-Black neighborhoods with safe, multi-modal infrastructure.
Supporting rationale: A 100-year-old bridge serving SEPTA buses, motorists, cyclists, and pedestrians over active Amtrak/SEPTA rail lines is a state-of-good-repair priority that simultaneously advances Regional
Vision Zero, Justice40, and DVRPC's bicycle/pedestrian network goals. Maintaining the programmed Fall 2027 construction start is essential.

Comment 10 — Recommendations for the 59th Street Bridge Project: Community Engagement, Construction-Phase Mitigation, and Lancaster Avenue Touch-Down Integration
TIP Category: Bridge Repair / Replacement & Public Participation
While we strongly support the 59th Street Bridge Replacement Project (Comment 9), we respectfully submit the following specific recommendations to ensure the project delivers maximum community benefit and minimizes harm during construction:

● Integrate the bridge's southern touch-down with Lancaster Avenue safety improvements. The bridge lands one block north of 59th & Lancaster, which is the Overbrook High School intersection (referenced in Comment 2). We request that the bridge design scope explicitly include a pedestrian-safety connection from the bridge's south sidewalks to the 59th & Lancaster intersection — including high-visibility crosswalks, ADA curb ramps, and pedestrian-scale lighting continuous from Upland Way to Lancaster Avenue. Treating the bridge and the Lancaster Avenue intersection as a single design package is more cost-effective than two sequential projects.
● Protected bike lanes, not painted bike lanes. Given the bridge's 70-foot width and the active Amtrak/SEPTA rail crossing below, we urge the design team to specify physically protected (curb-separated or bollard-protected) bike lanes rather than paint-only lanes. The bridge is the only safe north-south cycling connection across the rail lines for nearly a mile in either direction; design choices made now will shape cycling safety in this part of West Philadelphia for the next 75–100 years.
● Robust, equity-focused construction-phase mitigation. The project scope acknowledges that pedestrian, bicycle, and vehicle detours will be necessary during construction. We request that the TIP-programmed scope include funded line items for: (a) accessible, lit, and signed pedestrian detours; (b) SEPTA bus detour coordination with stop relocation plans publicized in advance; (c) emergency-vehicle access plans coordinated with Philadelphia Fire Department Engine 54/Medic 41 at 63rd & Lancaster; and (d) business-impact mitigation for Lancaster Avenue businesses that depend on cross-bridge customer traffic from Wynnefield.
● Formal community-engagement plan with OWN as a named partner. The project scope commits to "regular updates and communications about the project and upcoming meetings." We request that DVRPC and the City formally designate Overbrook West Neighbors, Inc. — the Registered Community Organization for this neighborhood — as a community-engagement partner for design charrettes, construction-phase community liaison work, and a post-construction community celebration/ribbon-cutting event. OWN's Strategic Plan 2026–2029 commits the organization to engaging 100 businesses annually and operating a resident leadership pipeline that can sustain meaningful, two-way engagement throughout the project lifecycle.
● Aesthetic and cultural design that reflects the community. The project description notes the City's intent to deliver a "visually pleasing bridge." We urge design that reflects the cultural heritage of Wynnefield and Overbrook — through art-integrated railings, signage, lighting, and abutment treatments developed in partnership with local artists and community members. This is consistent with OWN's Pillar 1, Goal 1.3 commitment to corridor beautification through lighting, murals, and streetscaping.
● Trade-off acknowledgment: Adding protected bike lanes, art-integrated design, and a touch-down integration scope with Lancaster Avenue will increase project cost above a minimum-replacement scope. We support this trade-off because (a) federal funds maximize their value when bundled with safety and complete-streets investments at the time of construction, and (b) retrofitting these elements after a 75–100 -year structure is built is functionally impossible. Designing them in now is the only fiscally responsible path.

Credentials: Dr. Gregory J. Allen, Founder of Overbrook West Neighbors, Inc., currently serves as CEO & President and has led BIPOC-centered community development on the Upper Lancaster Avenue Business Corridor since 2018. This comment is informed by direct engagement with PennDOT staff LeAnne Fullard and Nihil Sukran (63rd & Cobbs Creek Safety Improvement Program), DVRPC Public Participation Planner Lillian Drake, and participation at the DVRPC Public Participation Task Force (PPTF). Strategic planning support provided by Katrina Pratt Roebuck, MBA — CEO of Uplifme and Senior Director of Systems Integration at the City of Philadelphia DBHIDS.

Closing Statement
We thank DVRPC, PennDOT, the Regional Technical Committee, the Regional Safety Task Force, and the DVRPC Board for the opportunity to comment. The Upper Lancaster Avenue Business Corridor between 52nd and 63rd Streets meets every published criterion for TIP investment: it is on the Regional High Injury Network, it serves a documented underserved community, it has documented traffic fatalities, it has strong local match capacity through OWN's strategic plan, and it builds directly on a proven PennDOT-led precedent at 63rd & Cobbs Creek. Most importantly, during 2025 this

transportation route was the site or 2 traffic fatalities - one pedestrian and one bicyclist. We urge all responsible authorities to act on our request with all necessary urgency to ensure any possible future fatalities are prevented. We urge the Board to act on these comments before final adoption of the FFY 2027 TIP for Pennsylvania.

Respectfully submitted,

Dr. Gregory J. Allen
Founder, CEO & President
Overbrook West Neighbors, Inc.

Comment #219 — John Boyle MPMS 81794 June 22, 2026

-Bicycle Coalition of Greater Philadelphia Comments:
We support this project. We urge to widen the proposed sidepath to the AASHTO 10 feet standard rather than the bare minimum of 8 feet to safely allow two way bicycle and pedestrian conflicts.

Comment #220 — John Boyle MPMS 81744 June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments:
We support this project

Comment #221 — John Boyle MPMS 82148 June 22, 2026

-Bicycle Coalition of Greater Philadelphia Comments:
We support this project

Comment #222 — John Boyle MPMS 82146 June 22, 2026

-Bicycle Coalition of Greater Philadelphia Comments:
We support this project

Comment #223 — John Boyle MPMS 74827 June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments: We support this project

Comment #224 — John Boyle MPMS 93446 June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments:
We support the traffic calming improvements included in this project. The severing of the service roads would be a missed opportunity to provide a safer low-stress route for bicyclists and pedestrians. The inclusion of bicycle and pedestrian connections around or under these interchanges should be considered as an option.

Comment #225 — John Boyle MPMS 81294 June 22, 2026

Bicycle Coalition of Greater Philadelphia Comments - We support this project. This Project is on the Regional High Injury Network

Comment #226 — John Boyle **MPMS 81721** **June 22, 2026**

Bicycle Coalition of Greater Philadelphia Comments - We support this project

Comment #227 — John Boyle **MPMS 118030** **June 22, 2026**

Bicycle Coalition of Greater Philadelphia Comments -We support this project.

Comment #228 — John Boyle **MPMS 82153** **June 22, 2026**

Bicycle Coalition of Greater Philadelphia Comments - We support this project. This Project is on the Regional High Injury Network

Comment #229 — John Boyle **MPMS 82152** **June 22, 2026**

We support this project. This Project is on the Regional High Injury Network

Comment #230 — John Boyle **MPMS 82069** **June 22, 2026**

We support this project. This Project is on the Regional High Injury Network

Comment #231 — John Boyle (Bicycle Coalition of Greater Philadelphia) **MPMS 15251** **June 22, 2026**

Bicycle Coalition of Greater Philadelphia Comments - We support pedestrian and bicycle improvements for this projects. Given the speeds and volumes of both roads, 10 foot wide shared use paths (on one or both sides of the road) are a safer solution than narrow sidewalks and painting unprotected bike lanes on the street.

Comment #232 — Kurt Tappe **MPMS 81744** **June 22, 2026**

If the CVT is to be extended to connect to the Enola High Grade trail, this is an essential prerequisite. Thank you for getting this done; it is appreciated!

Comment #233 — Kurt Tappe **MPMS 118024** **June 22, 2026**

This is desperately needed. Thank you!!

Comment #234 — **June 22, 2026**

As a follow-up to my previous comment, the PA-23 designation should be moved to N. Gulph Rd./S. Gulph Rd./Montgomery Ave.

Comment #235 — **June 22, 2026**

S. Gulph Rd. and Montgomery Ave. should eventually be widened to 4 lanes between Long Road and Rosemont College to have an alternate 4-lane road connecting City Line Ave. and 422.

Comment #236 — June 22, 2026

It would be significantly cheaper to simply remove the ramps and have all traffic between 352 and Route 1 use the stretch of 452 between 352 and 1. That 1880-foot stretch of 452 could be widened to four lanes to accommodate increased traffic. This widening would likely cost between 1 and 6 million dollars.

Comment #237 — Jonathan Echt June 22, 2026

I am a resident of Edgmont Township writing to request that DVRPC and Delaware County advance planning for a non-motorized connection along the Gradyville Road corridor, adjacent to Ridley Creek State Park.

This corridor sits at a natural gap in the region's emerging trail network. A connection here would link the new SEPTA Wawa station and the Media/Mint Trail area to Ridley Creek State Park and Gradyville Village, tying several existing and planned Circuit Trails segments together. Today, Gradyville Road offers no pedestrian or bicycle accommodation, and park visitors and residents share the cartway directly with vehicle traffic.

I recognize this corridor is not currently programmed. My request is that it be (1) reflected in the Connections 2050 Long-Range Plan and the Delaware County bicycle/trail network, and (2) considered for a feasibility study, such as through a future TCDI grant, in coordination with Edgmont Township, Delaware County Planning, and Ridley Creek State Park. Establishing the planning foundation now is the prerequisite to any future capital project.

Thank you for considering this comment.

Jonathan Echt
[REDACTED_MAILING_ADDRESS] (Edgmont Township)

Comment #238 — Robert Newton Brown MPMS 16827 June 18, 2026

I'd like to see this project prioritized so that the the pedestrians crossings and bike lanes around the oval can be made safer for pedestrians and cyclists. As a cyclists, I currently avoid this area because of it's abundance of conflicts points with vehicular traffic and my inability to easily and safely access the nearby SRT from the Ben Franklin Parkway.

Comment #239 — Maureen Roth MPMS 82080 June 17, 2026

Covered bridge over the Octorara Creek near Pine Grove Road needs to be painted, and warning signs for oversized vehicles should be made bigger.

Comment #240 — Maureen Roth MPMS 110312 June 17, 2026

The traffic lights/turning lane will be helpful. Perhaps a traffic light camera will help catch speeders/hazardous drivers in this interchange area. Heavy truck traffic in the area causes major delays at various times throughout the day, not just rush hour time frames. Serious consideration should be weight classification and cargo restriction as many times trucks cannot navigate the narrow turns and traffic lights in the area.

Comment #241 — Adrian Velonis — MPMS 70231 — June 16, 2026

Dear DVRPC, please consider extending the planned bicycle lane along Swanson St to the Delaware River Trail. Also, please plan future funding allocations for fully separated/protected bicycle facilities along E Moyamensing Ave between Snyder Ave and Washington Ave.

Comment #242 — Robert Newton Brown — MPMS 77183 — June 15, 2026

I'm happy to see that long overdue ADA and beautification upgrades are coming to transit stations throughout the SEPTA network. This will go far in helping to encourage ridership and reduce vehicular CO2 emissions.

Comment #243 — Robert Newton Brown — MPMS 60335 — June 15, 2026

I'm excited to see that long overdue ADA and beautification projects are coming to SEPTA's Broad Street Line. Thank you for prioritizing this project!

Comment #244 — Robert Newton Brown — MPMS 118034 — June 15, 2026

I currently avoid cycling on Spring Garden given my exposure to speeding vehicular traffic and anxiety due to a lack of protected bike lanes.

Comment #245 — Robert Newton Brown — MPMS 118034 — June 15, 2026

As a cyclist, I'm excited to see this project is moving forward to improve access for crosstown connections to Fairmount park!

Comment #246 — Robert Newton Brown — MPMS 106264 — June 15, 2026

As a regular user of the Delaware River Trail, I strongly support this project and look forward to the day when I can access the trail without needing to cross Columbus Blvd which is notoriously unsafe for pedestrians and cyclists.

Comment #247 — Robert Newton Brown — MPMS 81219 — June 15, 2026

As a regular cyclist in this part of Philadelphia, I would like to see this project prioritized. This viaduct (and corridor) are in active decay and would be well served by refresh. In my ideal world, this rail viaduct, in the middle of a residential area, would be used for public transit rather than freight service.

Comment #248 — Jamie Gallagher — MPMS 82168 — June 11, 2026

Is there a plan to add protected bike lanes to this section as well?

Comment #249 — Benjamin She — MPMS 103563 — June 09, 2026

This project should be categorized under Roadway New Capacity instead of Intersection/Interchange Improvements, as it is a new roadway extension of Delaware Ave

Comment #250 — Matt Leder **MPMS 81219** **June 04, 2026**

This is a much needed project. 25th street under the railroad tracks is blighted and dangerous for drivers and pedestrians alike. With so much space in the roadway, there is potential for creative use of that land. I would greatly appreciate the opportunity to provide my input for the design process of this project.

Public Comments on the Draft FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27-FFY30)

Received After the Public Comment Period Closed

Comments Received after 5:00 PM Local Time on June 22, 2026

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Alicia McGovern [redacted]com> Mon, Jun 22, 2026 at 6:49 PM
Reply-To: Alicia McGovern [redacted]
To: TIP@dvrpc.org

DVRPC,

One of my favorite things about living in the Philly area is our amazing network of trails.

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item
Newtown Rail Trail Phase 3
Newtown Rail Trail Phase 4
Chester Creek Trail Phase 2
Parkside Cynwyd Trail
Wissahickon Gateway Trail
MPMS# 81744: Chester Valley Trail: P&T Phase 1
MPMS# 81785: Cross County Trail East - Section A
MPMS# 82084: Cross County Trail East - Section B
MPMS# 119841: Cross County Trail Extension
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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Alicia McGovern
[redacted]
[redacted] 19406
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Cheryl Hendershott [redacted] > Mon, Jun 22, 2026 at 6:54 PM
Reply-To: Cheryl Hendershott [redacted] >
To: TIP@dvrpc.org

DVRPC,

The trails are for the enjoyment of everyone, a very democratic and quality of life city enhancement! I ride them and they provide the place to help keep me healthy with a walk or riding experience!

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item
Newtown Rail Trail Phase 3
Newtown Rail Trail Phase 4
Chester Creek Trail Phase 2
Parkside Cynwyd Trail
Wissahickon Gateway Trail
MPMS# 81744: Chester Valley Trail: P&T Phase 1
MPMS# 81785: Cross County Trail East - Section A
MPMS# 82084: Cross County Trail East - Section B
MPMS# 119841: Cross County Trail Extension
MPMS# 82083: Cross County Trail: Wissahickon Trail - SEPTA's Fort Washington Station
MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3
MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
MPMS# 99668: PA 291 Drainage Improvement
MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2
MPMS# 118038: Spring Garden Connector
MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck
MPMS# 64778: State Road Reconstruction
MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)
MPMS# 118030: Newtown Trail
MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek
MPMS# 110313: Belmont Avenue Bridge over Schuylkill River
MPMS# 103521: Reed Road over Whetstone Run (CB #36)

MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard
MPMS# 81294: South Easton Road Township to Borough Connector Trail
MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard
MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:
119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Cheryl Hendershott
[redacted]
[redacted] 19143
([redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Cori Bishop [redacted] Mon, Jun 22, 2026 at 7:15 PM
Reply-To: Cori Bishop [redacted]>
To: TIP@dvrpc.org

DVRPC,

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Sincerely,

Cori Bishop
[redacted]
[redacted] 19122
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Amanda DeLeo [redacted] Mon, Jun 22, 2026 at 9:18 PM
Reply-To: Amanda DeLeo [redacted]
To: TIP@dvrpc.org

DVRPC,

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Sincerely,

Amanda DeLeo
[redacted]
[redacted] 19143
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Maria Tabbut [redacted] Mon, Jun 22, 2026 at 9:25 PM
Reply-To: Maria Tabbut <[redacted]
To: TIP@dvrpc.org

DVRPC,

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Sincerely,

Maria Tabbut
[redacted]
[redacted]19146
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Kirsten Echelmeier-Sams [redacted] Mon, Jun 22, 2026 at 11:43 PM
Reply-To: Kirsten Echelmeier-Sams [redacted]
To: TIP@dvrpc.org

DVRPC,

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Sincerely,

Kirsten Echelmeier-Sams
[redacted]
[redacted] 19072
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Michelle Alvare [redacted]> Tue, Jun 23, 2026 at 2:34 AM
Reply-To: Michelle Alvare [redacted]>
To: TIP@dvrpc.org

DVRPC,

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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Michelle Alvare
[redacted]
[redacted] 19083
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Abigail Addy [redacted] Tue, Jun 23, 2026 at 5:27 AM
Reply-To: Abigail Addy <[redacted]>
To: TIP@dvrpc.org

DVRPC,

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Abigail Addy
[redacted]
[redacted] 19147
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Chris Hazle-Cary [redacted] > Tue, Jun 23, 2026 at 10:14 AM
Reply-To: Chris Hazle-Cary [redacted]
To: TIP@dvrpc.org

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Chris Hazle-Cary

[redacted]
chris.hazlecary@gmail.com

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Evan Homrighausen [redacted] Fri, Jun 26, 2026 at 8:18 AM
Reply-To: Evan Homrighausen [redacted]
To: TIP@dvrpc.org

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Sincerely,

Evan Homrighausen
[redacted]
[redacted] 19054
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Jawad Pullin [redacted] Fri, Jun 26, 2026 at 3:27 PM
Reply-To: Jawad Pullin [redacted]>
To: TIP@dvrpc.org

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MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:
119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Jawad Pullin
[redacted]
[redacted] 19103
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Circuit Trails Prioritization in the Draft FY2027 TIP for PA

1 message

Andrew Bacon [redacted] Sun, Jun 28, 2026 at 3:51 PM
Reply-To: Andrew Bacon [redacted]
To: TIP@dvrpc.org

DVRPC,

I'd like to provide the following comments on the Draft FY2027 TIP for Pennsylvania:

1. I fully support the allocation of $322,753,000 for the following MPMS# to advance the completion of 18 Circuit Trails projects in the Southeastern Pennsylvania Counties.

MPMS# 105291: The Circuit Line Item
Newtown Rail Trail Phase 3
Newtown Rail Trail Phase 4
Chester Creek Trail Phase 2
Parkside Cynwyd Trail
Wissahickon Gateway Trail
MPMS# 81744: Chester Valley Trail: P&T Phase 1
MPMS# 81785: Cross County Trail East - Section A
MPMS# 82084: Cross County Trail East - Section B
MPMS# 119841: Cross County Trail Extension
MPMS# 82083: Cross County Trail: Wissahickon Trail - SEPTA's Fort Washington Station
MPMS# 79832: North Delaware Riverfront Greenway project, Sec 3
MPMS# 66952: PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
MPMS# 99668: PA 291 Drainage Improvement
MPMS# 120298: Schuylkill Banks: Batram - Passyunk Phase 2
MPMS# 118038: Spring Garden Connector
MPMS# 82069: PA 291 Complete Streets: Irving St to Ridley Ck
MPMS# 64778: State Road Reconstruction
MPMS# 74827: Delaware Canal Enhancement

2. I fully support the prioritization and construction of the following projects that connect to the Circuit Trails network:

MPMS# 103563: I-95: Delaware Avenue Extension (BS5)
MPMS# 118030: Newtown Trail
MPMS# 70230: Bells Mill Road and Valley Green Road over Wissahickon Creek
MPMS# 110313: Belmont Avenue Bridge over Schuylkill River
MPMS# 103521: Reed Road over Whetstone Run (CB #36)
MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard
MPMS# 81294: South Easton Road Township to Borough Connector Trail
MPMS# 120281: South Collegeville Road (PA 29) at Perkiomen Boulevard

MPMS# 84258: Pennsylvania Avenue Bridge over Delaware Canal

3. Develop a solution that will accurately categorize TIP funding by mode to determine the percentage of TIP funds allocated to regionally significant bicycle/pedestrian projects. Currently, the TIP tags projects as bicycle/pedestrian in its online “search” feature, but it is not possible to tabulate the full amount of funding those projects comprise.

4. Please update the project description for the Delaware River Bridge Replacement project to include the shared-use path in the Alternatives Analysis to following MPMS#:
119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Andrew Bacon
[redacted]
[redacted] 19123
[redacted]
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

newtown railo trail

1 message

Lorraine/Rick Poll [redacted] Mon, Jun 22, 2026 at 9:49 PM
To: "tip@dvrpc.org" <tip@dvrpc.org>

We have been waiting patiently for thni.s trail to be completed. We enjoy walking the trail to County Line. We had hoped that the trail would be completed by now as we are getting older. It would be great if an entrance led into ther Casey view development off of Elm as well as the nature center.
Rick and Lorraine Poll

DVRPC TIP Capital Programs <tip@dvrpc.org>

Rails to trails

1 message

Steve Saddlemire [redacted] Sun, Jun 28, 2026 at 12:29 PM
To: TIP@dvrpc.org

The rail to trail effort in Northampton Township has been on the books for many years with little to show for it
What steps can the Township, County and or State take to accelerate the effort. It is a much needed addition to our Township that needs to be prioritized
Steve Saddlemire (resident of Northampton Township

Sent from my iPhone

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

Support for the Trail

1 message

Deborah Soufleris <d[redacted]> Thu, Jun 25, 2026 at 7:51 PM
To: "TIP@dvrpc.org" <TIP@dvrpc.org>

Hello-
We are long time residents of Holland and strongly support moving toward with the trail project. We need to promote healthy lifestyles and make access easy for our residents to get out and move and see their neighbors. Please fund the project. It's long overdue.
Thank you!
Deborah and Peter Soufleris
[redacted]

dvrpc

DVRPC TIP Capital Programs <tip@dvrpc.org>

DVRPC 2027 PA TIP - Project 87784, Aramingo/Harbison: Church Street to Amtrak (Section BS3)

1 message

Thomas Holt [redacted] Sat, Jun 27, 2026 at 1:39 PM
To: TIP@dvrpc.org
[redacted]

Dear DVRPC,

I'm a resident of Northeast Philadelphia and I wish to comment on Project 87784, "Aramingo/Harbison: Church Street to Amtrak (Section BS3)," in DVRPC's 2027 Pennsylvania Transportation Improvement Program (TIP).

I support the installation of a multi-use sidepath on the east side of Aramingo Ave from Church St to Orthodox St/Margaret St. This improvement will meaningfully improve bicycle and pedestrian safety along this essential corridor and increase equitable transportation access in the neighborhood.

However, I request that PennDOT extend this multi-use sidepath to the northern boundary of the roadway project area at Torresdale Ave, rather than ending the sidepath at Orthodox St/Margaret St. This entire segment of Aramingo Ave is on the City's 2025 High-Injury Network and desperately needs safe, multimodal infrastructure far beyond what PennDOT proposes. It's essential for our public agencies to spend taxpayer funds in a way that ensures the bicycle network offers safe, separated bi-directional paths for all our community members. Achieving a high, universal standard of safety for all vulnerable road users has to be a top priority, not just an afterthought in roadway widening projects.

Port Richmond resident Glenn Colville recently died a few blocks away on Aramingo Ave due to a lack of safe bicycle infrastructure; PennDOT has the ability to prevent future tragedies by extending this sidepath too.

A strong connection to Torresdale Ave would improve bicycle access in Wissinoming, Tacony, Frankford, Mayfair, Bridesburg, and Port Richmond offering access to residences, schools, employment, parks, public transit, and amenities in all the adjacent neighborhoods. Extending the sidepath would enhance the usefulness of a low-cost active transportation option for residents. It would improve geographical, educational, and economic mobility, contribute to DVRPC's Long-Range Plan goal of reduced VMT, and help achieve Vision Zero's goal of zero traffic deaths. It would also reduce local traffic congestion and roadway maintenance by taking motor vehicles off the road. Additionally, it would contribute to a reduction in harmful carbon emissions, improving public health in our community as well as global climate resilience.

Thank you for considering my comment in favor of additional separated bicycle infrastructure.

Best,
Thomas Holt

Sent from Proton Mail for Android.

dvrpc

Richard Murphy <rmurphy@dvrpc.org>

Fwd: Yeadon Borough Road Improvement Idea

Michael Boyer <mboyer@dvrpc.org> Tue, Jun 23, 2026 at 2:52 PM
To: Richard Murphy <rmurphy@dvrpc.org>, Travis Spotts <tspotts@dvrpc.org>, Jesse Buerk <jbuerk@dvrpc.org>

Michael Boyer | **Director of Regional Planning**
DVRPC | Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
Desk: 215.238.2848 | Mobile:267.934.9964 | www.dvrpc.org

---------- Forwarded message ---------
From: **Simeon Pantelidis** <[redacted]>
Date: Tue, Jun 23, 2026 at 12:31 PM
Subject: Yeadon Borough Road Improvement Idea
To: Simeon Pantelidis <[redacted]>

Greetings,

I hope you are well. I wanted to know if the following idea could be considered for improving a Yeadon Borough road. While this road improvement would be in Yeadon, its effects would be felt positively in Upper Darby, Lansdowne, Aldan, Darby, Collingdale, and neighboring Delaware County municipalities as well.

On West Providence Road between South Lansdowne Avenue and Hilldale Road, there is a section of the road without a sidewalk on either side of the road, roughly from the west end of the parking lot behind the apartment building(s) around 550 S Lansdowne Ave on the northern side of Providence Road, until start of the bridge over Darby Creek. The section is a slope around 0.1 miles long.

Please consider a plan to construct a sidewalk or pedestrian access way on one or both sides of the road in that section of the roadway. This section of West Providence Road is a significant road for the area between Upper Darby, Yeadon, Lansdowne, Aldan, Darby, Collingdale, and the surrounding suburbs. A safe pedestrian connection to the existing sidewalks would allow residents in the surrounding neighborhoods safer and more reliable access to shopping in the Penn Pines shopping center, recreation at Penn Pines Park, healthcare resources at Mercy Fitzgerald Hospital, and access to the nearby SEPTA bus and rail connections for further destinations, making trips between neighborhoods easier to start and complete.

There are many older residents who remain mobile in the neighborhood areas off of Lansdowne Avenue and West Providence Road, who currently must walk in the road beside two-way car traffic for that sloped portion of Providence to complete any trip along that section of the road. In addition, families using strollers are forced to walk alongside vehicles with no form of separation between them for protection, while also on an incline. Building pedestrian infrastructure, such as a re-connection or guarded extension of one of the existing sidewalks or walkways on that section of Providence Road would make a big difference to a lot of people for many years to come.

Thank you for your consideration.

Sincerely,

Simeon Pantelidis
[redacted] 19050

RESPONSES TO PUBLIC COMMENT TO DATE (07/10/2026) FFY 2027 TIP FOR PENNSYLVANIA

FFY2027 TIP FOR PENNSYLVANIA
AGENCY RESPONSES TO COMMENTS

Report Date: Friday, July 10, 2026

These responses are as received from agency partners; brackets indicate DVRPC clarifying edits.

Highway Projects: Bucks County

TIP Project 64778: State Road Reconstruction

Issue ID 28: State Road Project Scope
Related to Comment IDs: 95

Response By: DVRPC

Response By: PennDOT

Response By: Bucks County
Thank you for your support.

TIP Project 74827: Delaware Canal Enhancement

Issue ID 56: Supports Project
Related to Comment IDs: 223

Response By: PennDOT
Thank you for your comment.

Response By: Bucks County
Thank you for your support

TIP Project 81294: South Easton Road Township to Borough Connector Trail

Issue ID 58: Supports Project
Related to Comment IDs: 225

Response By: PennDOT
Thank you for your comment.

Response By: Bucks County
Thank you for your support

TIP Project 81721: Bike Education/Safety Assemblies Program

Issue ID 59: Supports Project
Related to Comment IDs: 226

Response By: PennDOT
Thank you for your comment.

Response By: Bucks County
Thank you for your support

TIP Project 93446: Route 1 Improvements Frontage Corridor (Section RC3)

Issue ID 57: Supports Project
Related to Comment IDs: 224

Response By: PennDOT

Response By: Bucks County

Highway Projects: Chester County

TIP Project 110312: Baltimore Pike/Newark Road Intersection Improvements

Issue ID 70: Traffic Calming Considerations
Related to Comment IDs: 240

Response By: PennDOT
Thank you for your comment. Automated enforcement cameras are not included in the scope of the project. While deployment of automated enforcement devices has been demonstrated to improve safety, those devices have specific enabling legislation that would preclude their deployment at this location. More information concerning Automated Red-Light Enforcement can be found at https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html. More information concerning Automated Speed

Enforcement can be found at https://www.palegis.us/statutes/unconsolidated/law-information?SessYr=2018&ActNum=0086.&plPageNum=0563. As far as truck restrictions are concerned, the Department will be evaluating the existing truck restrictions that are currently in-place on Newark Road as part of the project.

Response By: Chester County

TIP Project 118024: US 202 and High Street Interchange

Issue ID 66: Supports Project
Related to Comment IDs: 233

Response By: PennDOT
Thank you for your comment.

Response By: Chester County

TIP Project 120277: US 30 RTL $ PA 352 R9

Issue ID 4: Road Widening
Related to Comment IDs: 4

Response By: PennDOT
This specific project focusses on US 30 area near the PA 352 intersection. Project concepts have been analyzed and coordinated between the Township, PennDOT, and DVRPC over the past few years. Through this analysis and coordination, the concept to address the traffic flow and safety provides for implementation of additional turning lanes on US 30 and the intersecting roadways at PA 352 and Church Road along with additional sidewalk connections and an upgraded bus stop location. It is anticipated that the Township will continue to pursue additional future projects and funding to address traffic flow and safety along US 30 between US 202 and Malin Road.

Response By: Chester County

TIP Project 47979: North Valley Road over Amtrak

Issue ID 5: Supports Project
Related to Comment IDs: 5

Response By: PennDOT
Thank you for your interest in the North Valley Road Bridge Relocation project. PennDOT continues to progress the final design for the project with the goal to advertise and let the project late next summer/early fall 2027. We anticipate having a public meeting later this year or early next year in order to update the community on the project status. There is an early-action break-out project in progress at this time which will install a single caisson foundation for the Amtrak overhead catenary electrification. In addition, AQUA plans to install their new waterline under the existing bridge in the Spring of 2027.

Response By: Chester County

TIP Project 81744: Chester Valley Trail: P&T Phase 1

Issue ID 53: Supports Project
Related to Comment IDs: 220

Response By: PennDOT

Response By: Chester County

Issue ID 65: Connect to Enola Grade Trail
Related to Comment IDs: 232

Response By: PennDOT
Thank you for your support of this project. Yes, this segment is the first phase of trail development within the former Philadelphia and Thorndale (P&T) low grade rail corridor that lies between Frazer and Thorndale. The plan is to eventually connect to the Enola Low Grade Trail nearest the Borough of Atglen in western Chester County. Once completed, all of these trails including the Schuylkill River Trail will form the Schuylkill to Susquehanna Greenway, an 85-mile connection between Harrisburg and Philadelphia designated by the state as a Statewide Major Greenway in 2020. For more information on those planned trails, please visit the Chester County Planning Commission website at www.chescoplanning.org

Response By: Chester County

TIP Project 81794: Route 100 Trail: Graphite Mine Rd - Fellowship Rd

Issue ID 52: Widen Sidepath
Related to Comment IDs: 219

Response By: PennDOT
Thank you for your comment. In 2023, Upper Uwchlan Township prepared an Active Transportation Plan which identified existing and proposed trail facilities within the Township. The proposed pedestrian path connection for the TASA project was included on the Active Transportation Plan. The width of the proposed path was selected as 8 ft wide because the path would function as a pedestrian path for this connection, which is consistent with the width of the other existing paths in Upland Farm Park. In addition, there are other paths within

the township with the same width that serve pedestrians. On 7/18/23, Upper Uwchlan Township had a technical coordination meeting as part of the development of the Active Transportation Plan with representatives from PennDOT District 6 and the Chester County Planning Commission. The proposed pedestrian path was discussed during this meeting. One of the items discussed was the proposed width of the pedestrian path. It was discussed that increasing the width to 10 ft could be considered; however that will create additional impacts to the adjacent properties, the Upland Farm drip fields, increase impervious surfaces and runoff as well as increase the cost of construction. There are no known issues on the other 8 ft wide pedestrian paths within the Township, and the Township feels that the 8 ft path width adequately supports users in this suburban community.

Response By: Chester County

TIP Project 82080: Chester County Bridge Preservation

Issue ID 69: Bridge Painting Project
Related to Comment IDs: 239

Response By: PennDOT
Thank you for your comment. This bridge is located on the border of Chester and Lancaster Counties and is maintained by PennDOT District 8. We have forwarded your comment to District 8 and the Lancaster County Planning Commission.

Response By: Chester County

TIP Project 82146: Lincoln Highway Safety: Veterans Dr - Toth Ave

Issue ID 55: Supports Project
Related to Comment IDs: 222

Response By: PennDOT

Response By: Chester County

TIP Project 82148: High Street Safety: Market St to Chestnut St

Issue ID 54: Supports Project
Related to Comment IDs: 221

Response By: PennDOT

Response By: Chester County

Highway Projects: Delaware County

TIP Project 115427: Lansdowne Avenue Corridor Safety Improvements

Issue ID 1: Supports Project
Related to Comment IDs: 1

Response By: PennDOT
Thank you for your concern for safety along Lansdowne Avenue. The Delaware County Planning Department had identified this roadway as a Corridor of Concern in the County's Vision Zero Plan. This corridor was identified by the Pennsylvania Department of Transportation as a candidate project for federal Highway Safety Improvement Program funding to improve safety for motorists and vulnerable road users such as pedestrians and cyclists. This project is fully funded to complete construction of the current project.

Response By: Delaware County

TIP Project 118030: Newtown Trail

Issue ID 60: Supports Project
Related to Comment IDs: 227

Response By: PennDOT

Response By: Delaware County

TIP Project 15251: US 1 and PA 352 Interchange, Intersection, and Roadway Improvements

Issue ID 21: Project Funding
Related to Comment IDs: 35

Response By: PennDOT

Response By: Delaware County

Issue ID 64: Support Bike/Ped Improvements
Related to Comment IDs: 231

Response By: PennDOT

Response By: Delaware County

TIP Project 82069: PA 291 Complete Streets: Irving St to Ridley Ck

Issue ID 63: Supports Project
Related to Comment IDs: 230

Response By: PennDOT

Response By: Delaware County

TIP Project 82152: W Chester Pike Safety: State Rd to Chatham Rd

Issue ID 62: Supports Project
Related to Comment IDs: 229

Response By: PennDOT

Response By: Delaware County

TIP Project 82153: Industrial Hwy/Saville Ave Intersection Improvements

Issue ID 61: Supports Project
Related to Comment IDs: 228

Response By: PennDOT

Response By: Delaware County

TIP Project 98217: Hilldale Road over Darby Creek (CB# 149) (Bridge)

Issue ID 3: Supports Project
Related to Comment IDs: 3

Response By: PennDOT

Thank you for your comment. Completion of final design, and letting, of the bridge replacement project is anticipated for this year (2026), and construction is expected to take approximately 1.5 to 2 years. The bridge hydraulic opening is being improved resulting in a slight reduction in the computed 100-year flood elevation. Scour protection in the creek will also be provided. Additionally, the existing 24’ curb-to-curb width on the bridge will be widened to 30’ curb-to-curb width (2-10’ lanes and 2-5’ shoulders) to better accommodate trail users.

Response By: Delaware County

Highway Projects: Montgomery County

TIP Project 116839: I-76 Flex Lane WB: US 1-Belmont Ave

Issue ID 19: Bi-directional Flex Lanes
Related to Comment IDs: 33

Response By: PennDOT

Thank you for your comment. Bi-directional lanes as cited on the Walt Whitman Bridge and some D.C. corridors serve highly-directional, predominately peak traffic during the day (i.e.- into the City or Central Business District in the AM and the reverse in the PM). I-76 flex lanes cannot be operated in this same manner for the following reasons: 1. I-76 flex lanes are planned in segments along the corridor, prioritizing those areas where persistent daily back-ups occur most often. 2. Morning and evening peak periods see large volumes of motorists commuting towards Center City Philadelphia as well as away from the city to destinations such as Conshohocken, I-476, King of Prussia and the PA Turnpike. 3. Sustained vehicular volumes requiring the third (flex) lane to be active occur for most hours throughout the day. The flex lanes will likely be inactive for only overnight hours, at which time they will serve essentially as right-side highway shoulders.

Response By: Montgomery County

Thank you for your comment. Bi-directional lanes as cited on the Walt Whitman Bridge and some Washington D.C. corridors serve highly-directional, predominately peak traffic during the day (i.e.- into the City or Central Business District in the AM and the reverse in the PM). I-76 flex lanes cannot be operated in this same manner for the following reasons:

1. I-76 flex lanes are planned in segments along the corridor, prioritizing those areas where persistent daily back-ups occur most often.

2. Morning and evening peak periods see large volumes of motorists in both directions, commuting towards Center City Philadelphia as well as away from the city to destinations such as Conshohocken, I-476, King of Prussia and the PA Turnpike.

3. Sustained vehicular volumes requiring the third (flex) lane to be active occur for most hours throughout the day. The flex lanes will likely be inactive for only overnight hours, at which time they will serve essentially as right-side highway shoulders.

TIP Project 119481: Cross County Trail Extension

Issue ID 41: Supports Project
Related to Comment IDs: 216

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition.

TIP Project 16577: Ridge Pike: Harmon Road to Crescent Avenue

Issue ID 39: Project Adjustments
Related to Comment IDs: 214

Response By: PennDOT

Thank you for your comment. Ridge Pike Section C is currently in the middle of the final design process and right-of-way acquisition phase. Due to several significant challenges with topography and existing building locations, the project's design has already had to compromise with certain provisions of a buffer between the proposed sidewalk and roadway, but we continue to stress the importance of a continuous five-foot sidewalk along the south side of the project when coordinating with property owners. Ridge Pike is intentionally not shown on Montgomery County's Bike Montco planned on-road network for travel due to its high volumes of traffic; instead, our plan identifies Germantown Pike, Cedar Grove Road, and Barren Hill Road for west-east travel in this area. The project engineering team continues to work to design a roadway project that will reduce motor vehicle crashes and conflicts with vulnerable road users via additional turn lanes, comprehensive ramps and crosswalks at driveways, and new traffic signals at important intersections.

Response By: Montgomery County

Thank you for your comment. Ridge Pike Section C is currently in the middle of the final design process and right-of-way acquisition phase. Due to several significant challenges with topography and existing building locations, the project's design has already had to compromise with certain provisions of a buffer between the proposed sidewalk and roadway, but we continue to stress the importance of a continuous five-foot sidewalk along the south side of the project when coordinating with property owners. Ridge Pike is intentionally not shown on Montgomery County's Bike Montco planned on-road network for travel due to its high volumes of traffic; instead, our plan identifies Germantown Pike, Cedar Grove Road, and Barren Hill Road for west-east travel in this area. The project engineering team continues to work to design a roadway project that will reduce motor vehicle crashes and conflicts with vulnerable road users via additional turn lanes, comprehensive ramps and crosswalks at driveways, and new traffic signals at important intersections.

TIP Project 81785: Cross County Trail East - Section A

Issue ID 42: Supports Project
Related to Comment IDs: 217

Response By: PennDOT

Response By: Montgomery County

Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition.

TIP Project 82074: Belmont Ave RR Replacement

Issue ID 18: Railroad Replacement
Related to Comment IDs: 32

Response By: PennDOT

This bridge project is an extension of MPMS 64795, a roadway project that will, among other things, widen Belmont Ave from two to three lanes between Rock Hill Rd and the ramps to I-76. The improvements on Belmont Ave are expected to improve traffic flow and reduce congestion in the area. However, just south of the ramps to I-76, Belmont Ave passes under a bridge owned by Norfolk Southern which is not currently wide enough to accommodate three lanes of traffic underneath it. Therefore, in order to widen Belmont Ave to three lanes, the Norfolk Southern bridge must be replaced. This is why the utility and right-of-way funds for the replacement of the Norfolk Southern bridge have been included on the draft Twelve-Year Program under MPMS 82074, and the construction funds have been included in the region's Long-Range Plan as a component of PAR020.

Response By: Montgomery County

Thank you for your comment. This bridge project is an extension of MPMS #64795, a roadway project that will, among other things, widen Belmont Avenue from two to three lanes between Rock Hill Rd and the ramps to I-76. The improvements on Belmont Avenue are expected to improve traffic flow and reduce congestion in the area. However, just south of the ramps to I-76, Belmont Avenue passes under a bridge owned by Norfolk Southern which is not currently wide enough to accommodate three lanes of traffic underneath it. Therefore, in order to widen Belmont Avenue to three lanes, the Norfolk Southern bridge must be replaced. This is why the utility and right-of-way funds for the replacement of the Norfolk Southern bridge have been included on the draft Twelve-Year Program under MPMS #82074, and the construction funds have been included in the region's Long-Range Plan as a component of PAR020.

TIP Project 82156: High Street Safety:Hanover St to Washington St

Issue ID 40: Supports Project
Related to Comment IDs: 215

Response By: PennDOT

Response By: Montgomery County
Thank you for your comment.

Highway Projects: Philadelphia County

TIP Project 103563: I-95: Delaware Avenue Extension (BS5)

Issue ID 78: Re-classify project
Related to Comment IDs: 249

Response By: DVRPC

Response By: PennDOT
Thank you for your comment. The project is categorized as Intersection/Interchange Improvements because it is a required component of the I-95 Section BSR and BRI group of projects that is reconstructing the Betsy Ross/Bridge Street interchange. At a 2013 public meeting there was objection to a proposed ramp at Orthodox Street in the Point of Access Study. The Point of Access study was revised and the FHWA approved the Delaware Avenue Extension as the substitute for eliminating the ramp.

TIP Project 106264: I-95 Central Access Philadelphia (CAP) / Waterfront Access

Issue ID 76: Supports Project
Related to Comment IDs: 246

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia

TIP Project 108099: Falls Road Bridge

Issue ID 16: Temporary Bridge
Related to Comment IDs: 30

Response By: PennDOT
Thank you for your comment. Currently, there are no plans to install a temporary pontoon bridge at the project site during construction.

Response By: City of Philadelphia

TIP Project 118034: Spring Garden Connector

Issue ID 74: Safety Issues
Related to Comment IDs: 244

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this as the project advances.

Response By: City of Philadelphia

Issue ID 75: Supports Project
Related to Comment IDs: 245

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia

TIP Project 120993: North Philadelphia School Zones RAISE 23

Issue ID 14: Raised Crosswalks
Related to Comment IDs: 28

Response By: PennDOT
Thank you for your comment. The goal of the North Philadelphia School Zones RAISE 23 program is to reduce speeds and enhance the experiences of people walking, biking, and taking transit to school, while making neighborhood streets in North Philadelphia overall safer. This project will provide safety enhancements based on community input and engineering feasibility, which include bump outs, crosswalk improvements, and traffic calming.

Response By: City of Philadelphia

TIP Project 16827: Eakins Oval Transformation RAISE (BUILD)

Issue ID 68: Prioritize Project
Related to Comment IDs: 238

Response By: PennDOT

Response By: City of Philadelphia

TIP Project 70231: Swanson Street Reconstruction

Issue ID 11: Design Suggestions
Related to Comment IDs: 18

Response By: PennDOT

Thank you for your comment and for your interest in the Swanson Street Reconstruction project. A traffic signal is proposed at the Snyder Ave and Swanson Street intersection to improve safety along the Swanson Street corridor in addition to the below safety improvements: - New stop signs are proposed along Swanson Street at the Jackson Street intersection (approximately 450' south of the Snyder Ave intersection), which will result in reduced speeds. - The existing stop signs at the McKean Street intersection (approximately 420' north of the Snyder Ave intersection) will remain, resulting in reduced speeds. - The Swanson Street Reconstruction project will reduce the cartway width along Swanson Street, resulting in traffic calming and reduced speeds. - The signalized intersection will provide crosswalks, resulting in controlled pedestrian crossings of the street.

Response By: City of Philadelphia

Issue ID 34: Project Additions
Related to Comment IDs: 160

Response By: PennDOT

Thank you for your comment and for your interest in the Swanson Street Reconstruction project. • A two-way bicycle facility is currently proposed along Swanson Street from Oregon Ave to Snyder Ave. Cyclists who wish to continue traveling north to Columbus Blvd can divert to the existing Snyder Ave bike lanes. A shared-use path is currently proposed along Swanson Street between Snyder Ave and Mifflin Street for cyclists who wish to access the adjacent shopping center. There will not be bike lanes along Swanson Street north of Mifflin Street due to the number of loading docks and heavy truck traffic volumes. Bicycle facility connections outside of the Swanson Street corridor are not included in the scope of the Swanson Street Reconstruction project. • A roundabout at the intersection of Snyder Ave and Swanson Street is not within the project scope since it would require significant impacts to adjacent properties. Additionally, Conrail has a 30’ easement along Swanson Street which prohibits construction of the roadway features that would be needed for a roundabout. A traffic signal is proposed at the Snyder Ave and Swanson Street intersection to improve safety along the Swanson Street corridor in addition to the below safety improvements: o New stop signs are proposed along Swanson Street at the Jackson Street intersection (approximately 450' south of the Snyder Ave intersection), which will result in reduced speeds. o The existing stop signs at the McKean Street intersection (approximately 420' north of the Snyder Ave intersection) will remain, resulting in reduced speeds. o The Swanson Street Reconstruction project will reduce the cartway width along Swanson Street, resulting in traffic calming and reduced speeds. o The signalized intersection will provide crosswalks, resulting in controlled pedestrian crossings of the street.

Response By: City of Philadelphia

Issue ID 71: South Philadelphia Bike Improvements
Related to Comment IDs: 241

Response By: PennDOT

A two-way bicycle facility is currently proposed along Swanson Street from Oregon Ave to Snyder Ave. Cyclists who wish to continue traveling north to Columbus Blvd can divert to the existing Snyder Ave bike lanes. A shared-use path is currently proposed along Swanson Street between Snyder Ave and Mifflin Street for cyclists who wish to access the adjacent shopping center. There will not be bike lanes along Swanson Street north of Mifflin Street due to the number of loading docks and heavy truck traffic volumes. Bicycle facility connections outside of the Swanson Street corridor are not included in the scope of the Swanson Street Reconstruction project.

Response By: City of Philadelphia

TIP Project 81219: 25th St: Washington Ave to Passyunk Ave

Issue ID 15: Coordinate with CSX
Related to Comment IDs: 29

Response By: PennDOT

Thank you for your comment. The City of Philadelphia will coordinate with CSX during the design of this project and will communicate this concern.

Response By: City of Philadelphia

Issue ID 36: Prioritize Project
Related to Comment IDs: 247, 250

Response By: PennDOT

Response By: City of Philadelphia

TIP Project 81225: Girard Point Bridge Rehab - Phase 1

Issue ID 20: Bus Rapid Transit
Related to Comment IDs: 34

Response By: PennDOT

Thank you for your interest in the Girard Point Bridge Rehabilitation - Phases 1 & 2 project. The purpose of this project is to ensure that the main Girard Point Bridge and the nine (9) approach bridge structures—which together total approximately 2 miles in length—continue to provide a safe and reliable crossing over the Schuylkill River. The project is intended to keep these ten (10) bridges in sound structural condition, enhance safety, and provide a smoother driving experience. The scope of work includes bridge rehabilitation activities for ten (10) structures and includes replacement of bridge parapet on all ten (10) structures, replacement of latex-modified concrete deck overlay on nine (9) structures, repair or replacement of deck expansion joints, painting of steel superstructure and structural steel repairs, substructure concrete repairs, replacement or repair of bearings, and replacement of bridge drainage system. In-river work consists of concrete repairs and scour remediation of the river pier. Additional work consists of sign structures replacement, ITS, and highway lighting.

Response By: SEPTA

SEPTA's New Bus Network will enhance bus service across the region with more frequent night and weekend service, simpler and more reliable routings, and stronger connections between bus routes and with other SEPTA services. The first three phases of the New Bus Network, as described in the FY 2027Annual Service Plan, include the following improvements to enhance connectivity within South Philadelphia and to destinations outside the area: • Route 45 will be extended to provide seven days per week transit service to the Navy Yard, serving NRG station along the way. • Route 64 will be realigned in Grays Ferry to improve route reliability and support more frequent service between 6 am and 9 pm. • Route 79 will be extended to 40th St and Market St from its current western terminus at Snyder Av and Vare Av.

Routes 37 and 68, which provide service to PHL Airport from Snyder Station and Oregon Station, respectively, will be evaluated for service changes and/or improvements which will be presented the FY2028 Annual Service Plan, as well as consideration of new bus Route 137 which would provide additional service between Oregon Station and PHL Airport.

Response By: City of Philadelphia

TIP Project 81930: Philadelphia Vision Zero Capital Plan Implementation Project

Issue ID 17: Program Funding
Related to Comment IDs: 31

Response By: PennDOT

Thank you for your comment on the Philadelphia Vision Zero Capital Plan Implementation Project. This $40 million project includes a mix of local and federal funding from the Safe Streets for All (SS4A) federal grant program. The project will implement traffic safety improvements along High Injury Network corridors, including Broad Street and Cecil B. Moore Ave, and fund further planning and design work to advance additional corridors throughout the city. This is a major step toward reaching Mayor Parker's Vision Zero Executive Order, which commits the City to programming safety improvements on every mile of Philadelphia's High Injury Network by 2030. Moreover, the Vision Zero Capital Plan Implementation Project is not the only project on the FFY27 Transportation Improvement Program (TIP) that is focused on safety. The TIP also includes funding for safety improvements on 63rd St (MPMS 82025), Castor Ave (MPMS 111194), Frankford Ave (MPMS 115434), and other streets in the City.

Response By: City of Philadelphia

TIP Project 82168: Wissahickon Ave Safety: HuntingParkAve - Clapier St

Issue ID 77: Add Protected Bike Lanes
Related to Comment IDs: 248

Response By: PennDOT

Response By: City of Philadelphia

TIP Project 87784: Aramingo/Harbison: Church Street to Amtrak (Section BS3)

Issue ID 30: Extend multi-use path
Related to Comment IDs: 92

Response By: PennDOT

Thank you for your comment. The sidepath included in “Aramingo/Harbison: Church Street to Amtrak (Section BS3)” (MPMS 87784) will extend from Church Street to Tacony Street. At Church Street, the sidepath will connect to the existing Frankford Creek Greenway on Adams Avenue between Aramingo Avenue and Torresdale Avenue, which was constructed in Section BS4 (MPMS 103562). The Aramingo/Harbison sidepath will also intersect with a future sidepath on Tacony Street as part of the Section BS2 work (currently in construction, MPMS 79910). At the intersection of Tacony and Bridge Streets, there are plans for improved bicycle facilities along Bridge Street as part of the Delaware Avenue Extension (MPMS 103563). The Bridge Street bicycle facilities will connect to the Delaware River waterfront sidepath, the Bridesburg neighborhood, the Bridesburg regional rail station and Harbison Avenue.

Response By: City of Philadelphia

Highway Projects: Various County

TIP Project 105291: The Circuit Line Item

Issue ID 24: Circuit Trails - General Comment
Related to Comment IDs: 63, 69, 72, 128

Response By: DVRPC

Response By: PennDOT

Response By: Bucks County
Thank you for your support

- Bucks County -

Response By: Chester County
Thank you for your support. Chester County is excited to extend our Circuit trail network and provide more recreational, health, and economic benefits to our communities through these projects.

Response By: Delaware County

Response By: Montgomery County
Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition. Montgomery County supports responsible e-micromobility usage on roadways and trails as local ordinances permit. In addition, Montgomery County supports the use of innovative strategies to control overall project costs, such as the use of recycled asphalt where appropriate.

Response By: City of Philadelphia
Thank you for your support, the City of Philadelphia has received the comment.

Issue ID 33: Supports Project
Related to Comment IDs: 159

Response By: PennDOT
Thank you for your support.

Response By: Bucks County
Thank you for your support.

Issue ID 6: Supports Project
Related to Comment IDs: 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 27, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 65, 67, 99, 111, 112, 152, 206

Response By: PennDOT
Thanks for your comment expressing support for the Newtown Rail Trail and its inclusion in the 2027 TIP. To remain informed about the progress of the project we encourage you to follow the Planning Commission’s projects page (connects.buckscounty.gov/projects) for updates.

Response By: Bucks County
Thank you for your support

Transit Projects: SEPTA

TIP Project 60582: Vehicle Overhaul Program

Issue ID 2: Supports Program
Related to Comment IDs: 2

Response By: SEPTA
Thank you for your comment and support. SEPTA appreciates your recognition of the importance of these ADA accessibility and station improvement projects. These investments are designed to make our transit system more accessible, welcoming, and convenient for riders across the network. By improving the customer experience and encouraging greater use of public transportation, these projects can help advance broader mobility and sustainability goals. We appreciate your feedback and your continued interest in SEPTA's efforts to improve transit service for the region.

TIP Project 60335: City Hall / 15th Street Stations

Issue ID 73: Supports Project
Related to Comment IDs: 243

Response By: SEPTA
Thank you for your comment and support. We are pleased that these long-awaited ADA accessibility and station improvement projects are moving forward. These investments are intended to improve accessibility, enhance the customer experience, and help ensure that the

system remains safe, welcoming, and reliable for all riders. We appreciate your feedback and your continued interest in SEPTA's efforts to modernize and improve the transit network.

TIP Project 77183: Transit and Regional Rail Station Program

Issue ID 72: Supports Project
Related to Comment IDs: 242

Response By: SEPTA

Thank you for your comment and support. SEPTA appreciates your recognition of the importance of investing in ADA accessibility and station improvement projects throughout the transit network. These upgrades are intended to create a more accessible, safe, and welcoming environment for all riders while enhancing the overall customer experience. SEPTA is committed to improving transit infrastructure in ways that support mobility, attract riders, and contribute to broader environmental and sustainability goals. We appreciate your feedback and your continued interest in improving public transportation across the region.

General Comments

TIP Project: General Comment / Multiple Projects

Issue ID 12: West Philadelphia Corridor Safety Concerns
Related to Comment IDs: 25

Response By: PennDOT

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 13: Various Questions about FFY 2027 PA TIP
Related to Comment IDs: 26

Response By: DVRPC

Response By: PennDOT

Response By: SEPTA

"All projects in the FY 2027 TIP Transit Program are fully funded through reasonably anticipated federal, state, and local sources. To bridge the gap between these projected revenues and the costs of essential fleet replacements and critical infrastructure, SEPTA plans to issue $4.3 billion in bonds between FY 2030 and FY 2036. This amount would have been higher without a $317 million Federal Transit Administration (FTA) Rail Vehicles Replacements competitive grant award to support the procurement of new M5 vehicles for the Market-Frankford Line (L). SEPTA will continue to pursue competitive grants for these major capital projects and advocate for a long-term, sustainable funding solution to further reduce its borrowing needs.

Local match contributions come from the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties for federal and state formula dollars. Local match contributions to federal projects generally comprise 0.645% of total project costs for projects receiving federal assistance (80% Federal, 19.355% State match, and 0.645% Local match) and a 3.225% match for state-funded projects (96.775% State, 3.225% Local match). Local matching ratios may increase on a case-by-case basis to leverage future federal and state assistance to advance capital projects.

Past actions transferred $153 million (November 2024) and $394 million (October 2025) Capital funds to Operating. On Nov. 22, 2024, the Commonwealth transferred $153 million in Federal Highway (FHWA) Surface Transportation Program (STP) funds from PennDOT to SEPTA for the Preventive Maintenance Program to mitigate operating budget shortfalls and help SEPTA avoid additional fare increases and service cuts through June 2025. No major SEPTA capital projects were impacted. On Oct. 23, 2025, the SEPTA Board approved a $394 million capital transfer to operating to restore full service, avoid further cuts, and avoid additional fare increases through FY 2027. To enable this $394 million transfer, SEPTA deferred five (5) additional capital projects, including the purchase of almost 250 hybrid buses.

Recognizing that capital-to-operating transfers are counterproductive long-term, SEPTA intentionally avoided this strategy during SEPTA's FY 2027 Capital Budget and DVRPC PA TIP Updates. For FY 2027, the Commonwealth increased SEPTA's expected FY 2027 State capital funding by $78.45 million. This increased amount, in addition to operating savings through SEPTA's austerity measures, allowed SEPTA to reinstate bus procurements to FY 2027 and the construction of Bristol Station that were previously deferred. Additionally, the following previously deferred projects will advance in FY 2027: Noble Station ADA improvements (Design), Hunting Park Station ADA (Construction), and Wyoming Station ADA (Construction)."

TIP Project: General Comment / Multiple Projects

Issue ID 22: General Trail Support
Related to Comment IDs: 9

Response By: PennDOT

Thanks for your comment expressing support for the Newtown Rail Trail and its inclusion in the 2027 TIP. To remain informed about the progress of the project we encourage you to follow the Planning Commission's projects page (connects.buckscounty.gov/projects) for updates.

Response By: Bucks County

Thank you for your support

TIP Project: General Comment / Multiple Projects

Issue ID 25: Public Comment Support
Related to Comment IDs: 63

Response By: DVRPC

TIP Project: General Comment / Multiple Projects

Issue ID 26: Electric Bike and Scooter Legislation
Related to Comment IDs: 72

Response By: DVRPC

Response By: PennDOT

TIP Project: General Comment / Multiple Projects

Issue ID 32: Project Engineering
Related to Comment IDs: 128

Response By: PennDOT

TIP Project: General Comment / Multiple Projects

Issue ID 37: Add Regional High Injury Network layer
Related to Comment IDs: 212

Response By: DVRPC

TIP Project: General Comment / Multiple Projects

Issue ID 38: Supports Projects
Related to Comment IDs: 213

Response By: PennDOT

Response By: Montgomery County
Thank you for your comment.

TIP Project: General Comment / Multiple Projects

Issue ID 43: OWN - Comment 1
Related to Comment IDs: 218

Response By: PennDOT

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 44: OWN - Comment 2
Related to Comment IDs: 218

Response By: PennDOT

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 45: OWN - Comment 3
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 46: OWN - Comment 4
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 47: OWN - Comment 5
Related to Comment IDs: 218

Response By: SEPTA
"Thank you for your comment and for highlighting the importance of transit access along the Upper Lancaster Avenue corridor. We agree that transit service along Routes 10, 46, 63, 65, and 105 provides a vital connection for the West Philadelphia community, and we appreciate you raising the benefits these corridors provide to riders.

While bus stop facilities and ""last 50 feet"" pedestrian connections generally fall outside SEPTA's direct control, SEPTA works closely with local municipalities and community partners to help prioritize projects that improve conditions for transit riders. We encourage continued coordination with the City of Philadelphia and other local stakeholders to advance these pedestrian and accessibility improvements.

One notable exception is the T1 (formerly Route 10), which is part of SEPTA's broader investment in modernizing our trolley network. SEPTA is advancing new vehicles and entirely new, fully accessible station facilities along the length of this corridor as part of that program. We appreciate your patience as this work progresses and look forward to the benefits it will bring to riders on this corridor."

TIP Project: General Comment / Multiple Projects

Issue ID 48: OWN - Comment 6
Related to Comment IDs: 218

Response By: PennDOT

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 49: OWN - Comment 7
Related to Comment IDs: 218

Response By: DVRPC

TIP Project: General Comment / Multiple Projects

Issue ID 50: OWN - Comment 8
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 51: OWN - Comments 9 and 10
Related to Comment IDs: 218

Response By: PennDOT

Response By: City of Philadelphia

TIP Project: General Comment / Multiple Projects

Issue ID 67: New TIP Project
Related to Comment IDs: 237

Response By: PennDOT

Response By: Delaware County

RESPONSES TO PUBLIC COMMENT TO DATE (07/22/2026) FFY 2027 TIP FOR PENNSYLVANIA

FFY 2027 TIP FOR PENNSYLVANIA
AGENCY RESPONSES TO COMMENTS

Report Date: Tuesday, July 21, 2026

These responses are as received from agency partners; brackets indicate DVRPC clarifying edits.

Highway Projects: Bucks County

TIP Project 64778: State Road Reconstruction

Issue ID 28: State Road Project Scope
Related to Comment IDs: 95

Response By: DVRPC

Thank you for the recommendation. This request has been added to the List of Recommended Changes that will be voted on by the DVRPC Board.

Response By: Bucks County

Thank you for your support.

TIP Project 74827: Delaware Canal Enhancement

Issue ID 56: Supports Project
Related to Comment IDs: 223

Response By: PennDOT

Thank you for your comment.

Response By: Bucks County

Thank you for your support

TIP Project 81294: South Easton Road Township to Borough Connector Trail

Issue ID 58: Supports Project
Related to Comment IDs: 225

Response By: PennDOT

Thank you for your comment.

Response By: Bucks County

Thank you for your support

TIP Project 81721: Bike Education/Safety Assemblies Program

Issue ID 59: Supports Project
Related to Comment IDs: 226

Response By: PennDOT

Thank you for your comment.

Response By: Bucks County

Thank you for your support

TIP Project 93446: Route 1 Improvements Frontage Corridor (Section RC3)

Issue ID 57: Supports Project
Related to Comment IDs: 224

Response By: PennDOT

Thank you for your comment. The project as currently designed does not sever the bicycle / pedestrian connectivity parallel to US 1. Conceptually, the portions of the service roads currently proposed to be removed will be replaced with a gravel pathway for both bicycles and pedestrians. Therefore, a continuous path will be maintained on both sides of US 1 between Pine Street (PA 413) and the area of Neshaminy High School. This option would be contingent on municipal concurrence. In the areas of the proposed interchanges, the current design includes sidewalk connections at the Highland Avenue interchange along with crosswalks and pedestrian signals at intersections where appropriate. The Pine Street (PA 413) interchange area includes sidewalk connections north and south along Pine Street along with a 10'-wide shared use path for bicyclists and pedestrians. Additionally, the project includes pedestrian signals and crosswalks at the proposed intersections along with rectangular rapid flashing beacons (RRFBs) at two additional intersections and traffic calming improvements, where feasible. PennDOT will continue to listen and work with project stakeholders regarding the bike/ped aspects of the design.

Response By: Bucks County

Thank you for your support

Highway Projects: Chester County

TIP Project 110312: Baltimore Pike/Newark Road Intersection Improvements

Issue ID 70: Traffic Calming Considerations
Related to Comment IDs: 240

Response By: PennDOT

Thank you for your comment. Automated enforcement cameras are not included in the scope of the project. While deployment of automated enforcement devices has been demonstrated to improve safety, those devices have specific enabling legislation that would preclude their deployment at this location. More information concerning Automated Red-Light Enforcement can be found at https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html. More information concerning Automated Speed Enforcement can be found at https://www.palegis.us/statutes/unconsolidated/law-information?SessYr=2018&ActNum=0086.&plPageNum=0563. As far as truck restrictions are concerned, the Department will be evaluating the existing truck restrictions that are currently in-place on Newark Road as part of the project.

Response By: Chester County

Thank you for your thoughtful comment, Maureen. Chester County worked with PennDOT to form a response that explains what considerations are being made/have been made in the design and engineering phases of this project.

TIP Project 118024: US 202 and High Street Interchange

Issue ID 66: Supports Project
Related to Comment IDs: 233

Response By: PennDOT

Thank you for your comment.

Response By: Chester County

Thank you for your support.

TIP Project 120277: US 30 RTL $ PA 352 R9

Issue ID 4: Road Widening
Related to Comment IDs: 4

Response By: PennDOT

This specific project focusses on US 30 area near the PA 352 intersection. Project concepts have been analyzed and coordinated between the Township, PennDOT, and DVRPC over the past few years. Through this analysis and coordination, the concept to address the traffic flow and safety provides for implementation of additional turning lanes on US 30 and the intersecting roadways at PA 352 and Church Road along with additional sidewalk connections and an upgraded bus stop location. It is anticipated that the Township will continue to pursue additional future projects and funding to address traffic flow and safety along US 30 between US 202 and Malin Road.

Response By: Chester County

Thank you for your comment, William. Chester County has coordinated with the team at PennDOT to create a response that addresses your suggestion.

TIP Project 47979: North Valley Road over Amtrak

Issue ID 5: Supports Project
Related to Comment IDs: 5

Response By: PennDOT

Thank you for your interest in the North Valley Road Bridge Relocation project. PennDOT continues to progress the final design for the project with the goal to advertise and let the project late next summer/early fall 2027. We anticipate having a public meeting later this year or early next year in order to update the community on the project status. There is an early-action break-out project in progress at this time which will install a single caisson foundation for the Amtrak overhead catenary electrification. In addition, AQUA plans to install their new waterline under the existing bridge in the Spring of 2027.

Response By: Chester County

Thank you for your support, Andrew. Chester County is looking forward to the completion of the improvements around Paoli Station and have worked with PennDOT to create the more in-depth response they posted.

TIP Project 81744: Chester Valley Trail: P&T Phase 1

Issue ID 53: Supports Project
Related to Comment IDs: 220

Response By: PennDOT

Thank you for your comment.

Response By: Chester County

We appreciate the support of the Bicycle Coalition of Greater Philadelphia in the advancement of our Circuit Trail network. You can follow Chester County's progress in the extension of our trail network at our website chescoplanning.org.

Issue ID 65: Connect to Enola Grade Trail
Related to Comment IDs: 232

Response By: PennDOT

Thank you for your support of this project. Yes, this segment is the first phase of trail development within the former Philadelphia and Thorndale (P&T) low grade rail corridor that lies between Frazer and Thorndale. The plan is to eventually connect to the Enola Low Grade Trail nearest the Borough of Atglen in western Chester County. Once completed, all of these trails including the Schuylkill River Trail will form the Schuylkill to Susquehanna Greenway, an 85-mile connection between Harrisburg and Philadelphia designated by the state as a Statewide Major Greenway in 2020. For more information on those planned trails, please visit the Chester County Planning Commission website at www.chescoplanning.org

Response By: Chester County

We appreciate your support, Kurt. Chester County Planning has coordinated with PennDOT to create a more detailed response. Please see the response from PennDOT.

TIP Project 81794: Route 100 Trail: Graphite Mine Rd - Fellowship Rd

Issue ID 52: Widen Sidepath
Related to Comment IDs: 219

Response By: PennDOT

Thank you for your comment. In 2023, Upper Uwchlan Township prepared an Active Transportation Plan which identified existing and proposed trail facilities within the Township. The proposed pedestrian path connection for the TASA project was included on the Active Transportation Plan. The width of the proposed path was selected as 8 ft wide because the path would function as a pedestrian path for this connection, which is consistent with the width of the other existing paths in Upland Farm Park. In addition, there are other paths within the township with the same width that serve pedestrians. On 7/18/23, Upper Uwchlan Township had a technical coordination meeting as part of the development of the Active Transportation Plan with representatives from PennDOT District 6 and the Chester County Planning Commission. The proposed pedestrian path was discussed during this meeting. One of the items discussed was the proposed width of the pedestrian path. It was discussed that increasing the width to 10 ft could be considered; however that will create additional impacts to the adjacent properties, the Upland Farm drip fields, increase impervious surfaces and runoff as well as increase the cost of construction. There are no known issues on the other 8 ft wide pedestrian paths within the Township, and the Township feels that the 8 ft path width adequately supports users in this suburban community.

Response By: Chester County

We appreciate the support of the Bicycle Coalition of Greater Philadelphia. Please see the response from PennDOT that Chester County Planning and the engineers at Bowman have collaborated on to explain the chosen design for the trail.

TIP Project 82080: Chester County Bridge Preservation

Issue ID 69: Bridge Painting Project
Related to Comment IDs: 239

Response By: PennDOT

Thank you for your comment. This bridge is located on the border of Chester and Lancaster Counties and is maintained by PennDOT District 8. We have forwarded your comment to District 8 and the Lancaster County Planning Commission.

Response By: Chester County

Thank you for your comment, Maureen. We believe the bridge you are referring to is in Lancaster County. Your comment has been forwarded to Lancaster County Planning and PennDOT District 8.

TIP Project 82146: Lincoln Highway Safety: Veterans Dr - Toth Ave

Issue ID 55: Supports Project
Related to Comment IDs: 222

Response By: PennDOT

Thank you for your comment.

Response By: Chester County

Thank you for your support.

TIP Project 82148: High Street Safety: Market St to Chestnut St

Issue ID 54: Supports Project
Related to Comment IDs: 221

Response By: PennDOT

Thank you for your comment.

Response By: Chester County

Thank you for your support.

Highway Projects: Delaware County

TIP Project 115427: Lansdowne Avenue Corridor Safety Improvements

Issue ID 1: Supports Project
Related to Comment IDs: 1

Response By: PennDOT

Thank you for your concern for safety along Lansdowne Avenue. The Delaware County Planning Department had identified this roadway as a Corridor of Concern in the County's Vision Zero Plan. This corridor was identified by the Pennsylvania Department of Transportation as a candidate project for federal Highway Safety Improvement Program funding to improve safety for motorists and vulnerable road users such as pedestrians and cyclists. This project is fully funded to complete construction of the current project.

Response By: Delaware County

Thank you for your support of this project. Delaware County is striving to make our transportation network safe for all roadway users and this project will greatly improve the safety along Lansdowne Avenue.

TIP Project 118030: Newtown Trail

Issue ID 60: Supports Project
Related to Comment IDs: 227

Response By: PennDOT

Thank you for your support of this project.

Response By: Delaware County

Thank you for your response and support of our County's trail projects. Through "Walk, Roll Delco", the County's Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users.

TIP Project 15251: US 1 and PA 352 Interchange, Intersection, and Roadway Improvements

Issue ID 21: Project Funding
Related to Comment IDs: 35

Response By: PennDOT

Thank you for your comment and interest in US 1 and PA 352 Interchange, Intersection, and Roadway Improvements. The PA352/US1 interchange is one of the oldest cloverleaf interchanges in the nation and is obsolete by modern design standards. It provides inadequate site distance for drivers creating dangerous conditions and does not have acceptable capacity to support the volume of traffic that use it daily. This creates congestion, delays and negatively impacts air quality from vehicular emissions. The additional improvements along PA 352 and US 1 will create safer and less congested corridors and will provide multi-modal improvements to support the growing pedestrian and bicycle activity observed along the corridors. Additionally, Riddle Memorial Hospital is one of Delaware County's two full service, acute care facilities. The hospital's only point of access is along US 1, and delays accessing the hospital caused by congestion can be critical in emergency situations. This project is imperative to modernize the interchange and provide roadway users with modern multimodal corridors that support the safe and efficient passage of motorists as well as pedestrians, cyclists and transit users. These improvements are necessary for the corridors regardless of the presence of the mall or whatever future land uses that exist on the surrounding properties. More information about the project can be found by visiting pa352us1delco.com.

Response By: Delaware County

Thank you for your comment and interest in US 1 and PA 352 Interchange, Intersection, and Roadway Improvements. The PA352/US1 interchange is one of the oldest cloverleaf interchanges in the nation and is obsolete by modern design standards. It provides inadequate site distance for drivers creating dangerous conditions and does not have acceptable capacity to support the volume of traffic that use it daily. This creates congestion, delays and negatively impacts air quality from vehicular emissions. The additional improvements along PA 352 and US 1 will create safer and less congested corridors and will provide multi-modal improvements to support the growing pedestrian and bicycle activity observed along the corridors. Additionally, Riddle Memorial Hospital is one of Delaware County's two full service, acute care facilities. The hospital's only point of access is along US 1, and delays accessing the hospital caused by congestion can be critical in emergency situations. This project is imperative to modernize the interchange and provide roadway users with modern multimodal corridors that support the safe and efficient passage of motorists as well as pedestrians, cyclists and transit users. These improvements are necessary for the corridors regardless of the presence of the mall or whatever future land uses that exist on the surrounding properties. More information about the project, including the recommended alternative from the Draft Planning and Environmental Linkage (PEL) Study, can be found by visiting pa352us1delco.com.

Issue ID 64: Support Bike/Ped Improvements
Related to Comment IDs: 231

Response By: PennDOT

Thank you for your comment. The PennDOT project team has held bicycle/pedestrian coordination meetings with the Delaware County Planning Department and Middletown Township on 1/9/2025, 2/20/25, and 6/5/2025. DVRPC also organized a meeting on 2/20/25 (attended by the PennDOT team, SEPTA, the Bicycle Coalition of Greater Philadelphia, Middletown Township, and the Delaware County Planning Department) to discuss bus stops and pedestrian/bicycle accommodations for the project. This coordination led to an evaluation of ways to integrate the elements of Delaware County's Walk Roll Delco Active Transportation Plan into the project. Specifically, this plan includes a shared use sidepath along both Baltimore Pike and Route 352. Coordination of pedestrian and bicycle facilities will continue during preliminary and final design for the project.

Response By: Delaware County

Thank you for your response and support of our County's trail projects. Through "Walk, Roll Delco", the County's Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users. For this project, the PennDOT project design and engineering team has held bicycle/pedestrian coordination meetings with the Delaware County Planning Department and Middletown Township on 1/9/2025, 2/20/25, and 6/5/2025. DVRPC also organized a meeting on 2/20/25 (attended by the PennDOT team, SEPTA, the Bicycle Coalition of Greater Philadelphia, Middletown Township, and the Delaware County Planning Department) to discuss bus stops and pedestrian/bicycle accommodations for the project. This coordination led to an evaluation of ways to integrate the elements of Delaware County's Walk Roll Delco Active Transportation Plan into the project. Specifically, this plan includes a shared use sidepath along both Baltimore Pike and Route 352. Coordination of pedestrian and bicycle facilities will continue during preliminary and final design for the project.

Issue ID 80: Project Design
Related to Comment IDs: 236

Response By: PennDOT

Thank you for your comment. Based on the traffic demand, intersection improvements and widening at the Route 452/Baltimore Pike and Route 452/Route 352 intersections will be required in addition to the improvements at the interchange of Route 352 and Baltimore Pike. More information about the project, including the recommended alternative from the Draft Planning and Environmental Linkage (PEL) Study, can be found by visiting pa352us1delco.com.

Response By: Delaware County

Thank you for your interest in this project. The project team and stakeholders have been studying this interchange and corridor for many years and reviewed several alternatives. The recommended alternative provides significant safety and multimodal improvements that are identified as being needed in both Delaware County's Vision Zero Plan as well as its active transportation plan "Walk, Roll Delco". For more information about the project, including the recommended alternative from the Draft Planning and Environmental Linkage (PEL) Study, can be found by visiting pa352us1delco.com. Simply widening 452 would require significantly more cost than $1-6 million, would require extensive right of way acquisitions, utility relocation and massive improvements at all related intersections and would not fulfill the project's goals or needs.

TIP Project 82069: PA 291 Complete Streets: Irving St to Ridley Ck

Issue ID 63: Supports Project
Related to Comment IDs: 230

Response By: PennDOT

Thank you for your support of this project.

Response By: Delaware County

Thank you for your response and support of our County's trail projects. Through "Walk, Roll Delco", the County's Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users. This project is on the high injury network and will facilitate the completion of the East Coast Greenway.

TIP Project 82152: W Chester Pike Safety: State Rd to Chatham Rd

Issue ID 62: Supports Project
Related to Comment IDs: 229

Response By: PennDOT

Thank you for your support of this project.

Response By: Delaware County

Thank you for your support of this project. Delaware County is striving to make our roadway network safe for all roadway users. West Chester Pike is a primary arterial and supports many multimodal users.

TIP Project 82153: Industrial Hwy/Saville Ave Intersection Improvements

Issue ID 61: Supports Project
Related to Comment IDs: 228

Response By: PennDOT

Thank you for your support of this project.

Response By: Delaware County

Thank you for your support of this project. This project will greatly aid with the congestion along PA 291 and improve air quality as well as address many safety issues related to it.

TIP Project 98217: Hilldale Road over Darby Creek (CB# 149) (Bridge)

Issue ID 3: Supports Project
Related to Comment IDs: 3

Response By: PennDOT

Thank you for your comment. Completion of final design, and letting, of the bridge replacement project is anticipated for this year (2026), and construction is expected to take approximately 1.5 to 2 years. The bridge hydraulic opening is being improved resulting in a slight reduction in the computed 100-year flood elevation. Scour protection in the creek will also be provided. Additionally, the existing 24' curb-to-curb width on the bridge will be widened to 30' curb-to-curb width (2-10' lanes and 2-5' shoulders) to better accommodate trail users.

Response By: Delaware County

Thank you for your support of this project. Through "Walk, Roll Delco", the County's Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users. It is essential to keep out bridges in a state of good repair as well.

Highway Projects: Montgomery County

TIP Project 116839: I-76 Flex Lane WB: US 1-Belmont Ave

Issue ID 19: Bi-directional Flex Lanes
Related to Comment IDs: 33

Response By: PennDOT

Thank you for your comment. Bi-directional lanes as cited on the Walt Whitman Bridge and some D.C. corridors serve highly-directional, predominately peak traffic during the day (i.e.- into the City or Central Business District in the AM and the reverse in the PM). I-76 flex lanes cannot be operated in this same manner for the following reasons: 1. I-76 flex lanes are planned in segments along the corridor, prioritizing those areas where persistent daily back-ups occur most often. 2. Morning and evening peak periods see large volumes of motorists commuting towards Center City Philadelphia as well as away from the city to destinations such as Conshohocken, I-476, King of Prussia and the PA Turnpike. 3. Sustained vehicular volumes requiring the third (flex) lane to be active occur for most hours throughout the day. The flex lanes will likely be inactive for only overnight hours, at which time they will serve essentially as right-side highway shoulders.

Response By: Montgomery County

Thank you for your comment. Bi-directional lanes as cited on the Walt Whitman Bridge and some Washington D.C. corridors serve highly-directional, predominately peak traffic during the day (i.e.- into the City or Central Business District in the AM and the reverse in the PM). I-76 flex lanes cannot be operated in this same manner for the following reasons:

1. I-76 flex lanes are planned in segments along the corridor, prioritizing those areas where persistent daily back-ups occur most often.

2. Morning and evening peak periods see large volumes of motorists in both directions, commuting towards Center City Philadelphia as well as away from the city to destinations such as Conshohocken, I-476, King of Prussia and the PA Turnpike.

3. Sustained vehicular volumes requiring the third (flex) lane to be active occur for most hours throughout the day. The flex lanes will likely be inactive for only overnight hours, at which time they will serve essentially as right-side highway shoulders.

TIP Project 119481: Cross County Trail Extension

Issue ID 41: Supports Project
Related to Comment IDs: 216

Response By: PennDOT

Thank you for your comment.

Response By: Montgomery County

Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition.

TIP Project 16577: Ridge Pike: Harmon Road to Crescent Avenue

Issue ID 39: Project Adjustments
Related to Comment IDs: 214

Response By: PennDOT

Thank you for your comment. Ridge Pike Section C is currently in the middle of the final design process and right-of-way acquisition phase. Due to several significant challenges with topography and existing building locations, the project's design has already had to compromise with certain provisions of a buffer between the proposed sidewalk and roadway, but we continue to stress the importance of a continuous five-foot sidewalk along the south side of the project when coordinating with property owners. Ridge Pike is intentionally not shown on Montgomery County's Bike Montco planned on-road network for travel due to its high volumes of traffic; instead, our plan identifies Germantown Pike, Cedar Grove Road, and Barren Hill Road for west-east travel in this area. The project engineering team continues to work to design a roadway project that will reduce motor vehicle crashes and conflicts with vulnerable road users via additional turn lanes, comprehensive ramps and crosswalks at driveways, and new traffic signals at important intersections.

Response By: Montgomery County

Thank you for your comment. Ridge Pike Section C is currently in the middle of the final design process and right-of-way acquisition phase. Due to several significant challenges with topography and existing building locations, the project's design has already had to compromise with certain provisions of a buffer between the proposed sidewalk and roadway, but we continue to stress the importance of a continuous five-foot sidewalk along the south side of the project when coordinating with property owners. Ridge Pike is intentionally not shown on Montgomery County's Bike Montco planned on-road network for travel due to its high volumes of traffic; instead, our plan identifies Germantown Pike, Cedar Grove Road, and Barren Hill Road for west-east travel in this area. The project engineering team continues to work to design a roadway project that will reduce motor vehicle crashes and conflicts with vulnerable road users via additional turn lanes, comprehensive ramps and crosswalks at driveways, and new traffic signals at important intersections.

TIP Project 48187: Henderson/Gulph Road Widen near I-76 Ramps

Issue ID 81: Project Design
Related to Comment IDs: 234, 235

Response By: PennDOT

Thank you for your comment. Design decisions for the Henderson/Gulph Road project have been spearheaded by the Upper Merion Transportation Authority, and additional areas of roadway widening (especially outside of Upper Merion) would have to be discussed at a regional level before implementation is considered and designed. Much of this corridor faces significant topographical and nearby building challenges, which will make widening outside of the already studied area between Henderson Road and I-76 extremely difficult.

Response By: Montgomery County

Thank you for your comments. Design decisions for the Henderson/Gulph Road project have been spearheaded by the Upper Merion Transportation Authority, and additional areas of roadway widening (especially outside of Upper Merion) would have to be discussed at a regional level before implementation is considered and designed. Much of this corridor faces significant topographical and nearby building challenges, which will make widening outside of the already studied area between Henderson Road and I-76 extremely difficult.

Montgomery County will defer decisions regarding state route numbering changes to PennDOT; for the record, State Route 3039 covers North Gulph and South Gulph Roads between PA Route 23 and PA Route 320.

TIP Project 81785: Cross County Trail East - Section A

Issue ID 42: Supports Project
Related to Comment IDs: 217

Response By: PennDOT

Thank you for your comment.

Response By: Montgomery County

Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition.

TIP Project 82074: Belmont Ave RR Replacement

Issue ID 18: Railroad Replacement
Related to Comment IDs: 32

Response By: PennDOT

This bridge project is an extension of MPMS 64795, a roadway project that will, among other things, widen Belmont Ave from two to three lanes between Rock Hill Rd and the ramps to I-76. The improvements on Belmont Ave are expected to improve traffic flow and reduce congestion in the area. However, just south of the ramps to I-76, Belmont Ave passes under a bridge owned by Norfolk Southern which is not currently wide enough to accommodate three lanes of traffic underneath it. Therefore, in order to widen Belmont Ave to three lanes, the Norfolk Southern bridge must be replaced. This is why the utility and right-of-way funds for the replacement of the Norfolk Southern bridge have been included on the draft Twelve-Year Program under MPMS 82074, and the construction funds have been included in the region's Long-Range Plan as a component of PAR020.

Response By: Montgomery County

Thank you for your comment. This bridge project is an extension of MPMS #64795, a roadway project that will, among other things, widen Belmont Avenue from two to three lanes between Rock Hill Rd and the ramps to I-76. The improvements on Belmont Avenue are expected to improve traffic flow and reduce congestion in the area. However, just south of the ramps to I-76, Belmont Avenue passes under a bridge owned by Norfolk Southern which is not currently wide enough to accommodate three lanes of traffic underneath it. Therefore, in order to widen Belmont Avenue to three lanes, the Norfolk Southern bridge must be replaced. This is why the utility and right-of-way funds for the replacement of the Norfolk Southern bridge have been included on the draft Twelve-Year Program under MPMS #82074, and the construction funds have been included in the region's Long-Range Plan as a component of PAR020.

TIP Project 82156: High Street Safety:Hanover St to Washington St

Issue ID 40: Supports Project
Related to Comment IDs: 215

Response By: PennDOT

Thank you for your comment.

Response By: Montgomery County
Thank you for your comment.

Highway Projects: Philadelphia County

TIP Project 103563: I-95: Delaware Avenue Extension (BS5)

Issue ID 78: Re-classify project
Related to Comment IDs: 249

Response By: DVRPC
The DVRPC TIP database is different from PennDOT's MPMS system, so it is possible that DVRPC and PennDOT categorize the same project differently. DVRPC staff will make the suggested change to the DVRPC project type. Originally the Delaware Avenue extension was part of a different I-95 project and when it was added to this project the original project type was inadvertently carried over. Thank you for bringing this to our attention.

Response By: PennDOT
Thank you for your comment. The project is categorized as Intersection/Interchange Improvements because it is a required component of the I-95 Section BSR and BRI group of projects that is reconstructing the Betsy Ross/Bridge Street interchange. At a 2013 public meeting there was objection to a proposed ramp at Orthodox Street in the Point of Access Study. The Point of Access study was revised and the FHWA approved the Delaware Avenue Extension as the substitute for eliminating the ramp.

TIP Project 106264: I-95 Central Access Philadelphia (CAP) / Waterfront Access

Issue ID 76: Supports Project
Related to Comment IDs: 246

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia
Thank you for your support, the City of Philadelphia has received the comment.

TIP Project 108099: Falls Road Bridge

Issue ID 16: Temporary Bridge
Related to Comment IDs: 30

Response By: PennDOT
Thank you for your comment. Currently, there are no plans to install a temporary pontoon bridge at the project site during construction.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project 118034: Spring Garden Connector

Issue ID 74: Safety Issues
Related to Comment IDs: 244

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this as the project advances.

Response By: City of Philadelphia
Thank you for your comment. The City of Philadelphia will consider this as the project advances.

Issue ID 75: Supports Project
Related to Comment IDs: 245

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia
Thank you for your support, the City of Philadelphia has received the comment.

TIP Project 120993: North Philadelphia School Zones RAISE 23

Issue ID 14: Raised Crosswalks
Related to Comment IDs: 28

Response By: PennDOT
Thank you for your comment. The goal of the North Philadelphia School Zones RAISE 23 program is to reduce speeds and enhance the experiences of people walking, biking, and taking transit to school, while making neighborhood streets in North Philadelphia overall safer. This project will provide safety enhancements based on community input and engineering feasibility, which include bump outs, crosswalk improvements, and traffic calming.

Response By: City of Philadelphia

Thank you for your comment. The goal of the North Philadelphia School Zones RAISE 23 program is to reduce speeds and enhance the experiences of people walking, biking, and taking transit to school, while making neighborhood streets in North Philadelphia overall safer. This project will provide safety enhancements based on community input and engineering feasibility, which include bump outs, crosswalk improvements, and traffic calming.

TIP Project 16827: Eakins Oval Transformation RAISE (BUILD)

Issue ID 68: Prioritize Project
Related to Comment IDs: 238

Response By: PennDOT

Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia

Thank you for your support, the City of Philadelphia has received the comment.

TIP Project 70231: Swanson Street Reconstruction

Issue ID 11: Design Suggestions
Related to Comment IDs: 18

Response By: PennDOT

Thank you for your comment and for your interest in the Swanson Street Reconstruction project. A traffic signal is proposed at the Snyder Ave and Swanson Street intersection to improve safety along the Swanson Street corridor in addition to the below safety improvements: - New stop signs are proposed along Swanson Street at the Jackson Street intersection (approximately 450' south of the Snyder Ave intersection), which will result in reduced speeds. - The existing stop signs at the McKean Street intersection (approximately 420' north of the Snyder Ave intersection) will remain, resulting in reduced speeds. - The Swanson Street Reconstruction project will reduce the cartway width along Swanson Street, resulting in traffic calming and reduced speeds. - The signalized intersection will provide crosswalks, resulting in controlled pedestrian crossings of the street.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

Issue ID 34: Project Additions
Related to Comment IDs: 160, 163, 166, 176, 189, 195, 197

Response By: PennDOT

Thank you for your comment and for your interest in the Swanson Street Reconstruction project. • A two-way bicycle facility is currently proposed along Swanson Street from Oregon Ave to Snyder Ave. Cyclists who wish to continue traveling north to Columbus Blvd can divert to the existing Snyder Ave bike lanes. A shared-use path is currently proposed along Swanson Street between Snyder Ave and Mifflin Street for cyclists who wish to access the adjacent shopping center. There will not be bike lanes along Swanson Street north of Mifflin Street due to the number of loading docks and heavy truck traffic volumes. Bicycle facility connections outside of the Swanson Street corridor are not included in the scope of the Swanson Street Reconstruction project. • A roundabout at the intersection of Snyder Ave and Swanson Street is not within the project scope since it would require significant impacts to adjacent properties. Additionally, Conrail has a 30’ easement along Swanson Street which prohibits construction of the roadway features that would be needed for a roundabout. A traffic signal is proposed at the Snyder Ave and Swanson Street intersection to improve safety along the Swanson Street corridor in addition to the below safety improvements: o New stop signs are proposed along Swanson Street at the Jackson Street intersection (approximately 450' south of the Snyder Ave intersection), which will result in reduced speeds. o The existing stop signs at the McKean Street intersection (approximately 420' north of the Snyder Ave intersection) will remain, resulting in reduced speeds. o The Swanson Street Reconstruction project will reduce the cartway width along Swanson Street, resulting in traffic calming and reduced speeds. o The signalized intersection will provide crosswalks, resulting in controlled pedestrian crossings of the street.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

Issue ID 71: South Philadelphia Bike Improvements
Related to Comment IDs: 241

Response By: PennDOT

A two-way bicycle facility is currently proposed along Swanson Street from Oregon Ave to Snyder Ave. Cyclists who wish to continue traveling north to Columbus Blvd can divert to the existing Snyder Ave bike lanes. A shared-use path is currently proposed along Swanson Street between Snyder Ave and Mifflin Street for cyclists who wish to access the adjacent shopping center. There will not be bike lanes along Swanson Street north of Mifflin Street due to the number of loading docks and heavy truck traffic volumes. Bicycle facility connections outside of the Swanson Street corridor are not included in the scope of the Swanson Street Reconstruction project.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project 81219: 25th St: Washington Ave to Passyunk Ave

Issue ID 15: Coordinate with CSX
Related to Comment IDs: 29

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will coordinate with CSX during the design of this project and will communicate this concern.

Response By: City of Philadelphia
Thank you for your comment. The City of Philadelphia will coordinate with CSX during the design of this project and will communicate this concern.

Issue ID 36: Prioritize Project
Related to Comment IDs: 247

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment.

Response By: City of Philadelphia
Thank you for your support, the City of Philadelphia has received the comment.

Issue ID 79: Project Design Process and Land Use
Related to Comment IDs: 250

Response By: PennDOT
Thank you for your support, the City of Philadelphia has received the comment. Information regarding public engagement opportunities will be available on the City of Philadelphia's website in the future once the project begins.

Response By: City of Philadelphia
Thank you for your support, the City of Philadelphia has received the comment. Information regarding public engagement opportunities will be available on the City of Philadelphia's website in the future once the project begins.

TIP Project 81225: Girard Point Bridge Rehab - Phase 1

Issue ID 20: Bus Rapid Transit
Related to Comment IDs: 34

Response By: PennDOT
Thank you for your interest in the Girard Point Bridge Rehabilitation - Phases 1 & 2 project. The purpose of this project is to ensure that the main Girard Point Bridge and the nine (9) approach bridge structures—which together total approximately 2 miles in length—continue to provide a safe and reliable crossing over the Schuylkill River. The project is intended to keep these ten (10) bridges in sound structural condition, enhance safety, and provide a smoother driving experience. The scope of work includes bridge rehabilitation activities for ten (10) structures and includes replacement of bridge parapet on all ten (10) structures, replacement of latex-modified concrete deck overlay on nine (9) structures, repair or replacement of deck expansion joints, painting of steel superstructure and structural steel repairs, substructure concrete repairs, replacement or repair of bearings, and replacement of bridge drainage system. In-river work consists of concrete repairs and scour remediation of the river pier. Additional work consists of sign structures replacement, ITS, and highway lighting.

Response By: SEPTA
SEPTA's New Bus Network will enhance bus service across the region with more frequent night and weekend service, simpler and more reliable routings, and stronger connections between bus routes and with other SEPTA services. The first three phases of the New Bus Network, as described in the FY 2027Annual Service Plan, include the following improvements to enhance connectivity within South Philadelphia and to destinations outside the area: • Route 45 will be extended to provide seven days per week transit service to the Navy Yard, serving NRG station along the way. • Route 64 will be realigned in Grays Ferry to improve route reliability and support more frequent service between 6 am and 9 pm. • Route 79 will be extended to 40th St and Market St from its current western terminus at Snyder Av and Vare Av.

Routes 37 and 68, which provide service to PHL Airport from Snyder Station and Oregon Station, respectively, will be evaluated for service changes and/or improvements which will be presented the FY2028 Annual Service Plan, as well as consideration of new bus Route 137 which would provide additional service between Oregon Station and PHL Airport.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project 81930: Philadelphia Vision Zero Capital Plan Implementation Project

Issue ID 17: Program Funding
Related to Comment IDs: 31

Response By: PennDOT
Thank you for your comment on the Philadelphia Vision Zero Capital Plan Implementation Project. This $40 million project includes a mix of local and federal funding from the Safe Streets for All (SS4A) federal grant program. The project will implement traffic safety improvements along High Injury Network corridors, including Broad Street and Cecil B. Moore Ave, and fund further planning and design work to advance additional corridors throughout the city. This is a major step toward reaching Mayor Parker's Vision Zero Executive Order,

which commits the City to programming safety improvements on every mile of Philadelphia's High Injury Network by 2030. Moreover, the Vision Zero Capital Plan Implementation Project is not the only project on the FFY27 Transportation Improvement Program (TIP) that is focused on safety. The TIP also includes funding for safety improvements on 63rd St (MPMS 82025), Castor Ave (MPMS 111194), Frankford Ave (MPMS 115434), and other streets in the City.

Response By: City of Philadelphia

Thank you for your comment on the Philadelphia Vision Zero Capital Plan Implementation Project. This $40 million project includes a mix of local and federal funding from the Safe Streets for All (SS4A) federal grant program. The project will implement traffic safety improvements along High Injury Network corridors, including Broad Street and Cecil B. Moore Ave, and fund further planning and design work to advance additional corridors throughout the city. This is a major step toward reaching Mayor Parker's Vision Zero Executive Order, which commits the City to programming safety improvements on every mile of Philadelphia's High Injury Network by 2030.

TIP Project 82168: Wissahickon Ave Safety: HuntingParkAve - Clapier St

Issue ID 77: Add Protected Bike Lanes
Related to Comment IDs: 248

Response By: PennDOT

Thank you for your comment. The project will evaluate and design enhancement to the bicycle facilities. Protected bicycle lanes will be evaluated as a potential option.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project 87784: Aramingo/Harbison: Church Street to Amtrak (Section BS3)

Issue ID 30: Extend multi-use path
Related to Comment IDs: 92

Response By: PennDOT

Thank you for your comment. The sidepath included in “Aramingo/Harbison: Church Street to Amtrak (Section BS3)” (MPMS 87784) will extend from Church Street to Tacony Street. At Church Street, the sidepath will connect to the existing Frankford Creek Greenway on Adams Avenue between Aramingo Avenue and Torresdale Avenue, which was constructed in Section BS4 (MPMS 103562). The Aramingo/Harbison sidepath will also intersect with a future sidepath on Tacony Street as part of the Section BS2 work (currently in construction, MPMS 79910). At the intersection of Tacony and Bridge Streets, there are plans for improved bicycle facilities along Bridge Street as part of the Delaware Avenue Extension (MPMS 103563). The Bridge Street bicycle facilities will connect to the Delaware River waterfront sidepath, the Bridesburg neighborhood, the Bridesburg regional rail station and Harbison Avenue.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

Highway Projects: Various County

TIP Project 105291: The Circuit Line Item

Issue ID 24: Circuit Trails - General Comment
Related to Comment IDs: 61, 62, 63, 64, 66, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 93, 94, 95, 96, 97, 98, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 153, 154, 155, 156, 157, 158, 161, 162, 164, 165, 167, 168, 169, 170, 171, 172, 173, 174, 175, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 190, 191, 192, 193, 194, 196, 198, 199, 200, 201, 202, 203, 204, 205, 207, 208, 209, 210, 211

Response By: DVRPC

1. Thank you for your support. 2. Thank you for your support. 3. The new TIP interactive map includes the ability to export a spreadsheet of projects labeled as “Bicycle/Pedestrian Improvement,” including funding details. It is important to note that this list includes several line items, as well as projects where some portion of the total project cost would fund other improvements in addition to the bicycle/pedestrian improvements. This remains a challenging aspect of accurately categorizing TIP funding by mode. We are working with our software vendor to explore implementing this suggestion. 4. Response provided by PA Turnpike Commission and NJ Turnpike Authority 5. We are working with our software vendor to explore implementing this suggestion.

Response By: Bucks County

Thank you for your support

- Bucks County -

Response By: Chester County

Thank you for your support. Chester County is excited to extend our Circuit trail network and provide more recreational, health, and economic benefits to our communities through these projects.

Response By: Delaware County

Thank you for your response and support of our trail projects. Through “Walk, Roll Delco”, the County’s Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users.

Response By: Montgomery County

Thank you for your comment. Montgomery County is committed to building out a vibrant trail network to support the goals of the regional Circuit Coalition.

Response By: City of Philadelphia

Thank you for your support, the City of Philadelphia has received the comment.

Response By: PA Turnpike and NJ Turnpike Authority

The incorporation of a Shared Use Path was not included by the PA Turnpike Commission in the DRAFT FY 2027-FY 2030 Stage 3-Delaware River Bridge Replacement TIP description because of the following:

The Delaware River Bridge (DRB) carries I-95, a limited-access highway that is part of the Interstate Highway System. Pedestrians and bicyclists are not permitted to operate on I-95 in either state. Further, cyclists and pedestrians are prohibited from operating on the PA Turnpike and NJ Turnpike. While federal regulations do require consideration of bicycle and pedestrian facilities for new construction projects, consideration is not required when bicyclists and pedestrians are not permitted. However, because the Project Team has received input from the public regarding the desire to have a shared use path on the proposed DRB, they are currently evaluating the potential for a shared use path based on:

Review of Outstanding Issues identified as part of the 2003 Record of Decision.

Analysis of Transportation Demand through the establishment of a 5-mile radius study area, identification of essential services, and the identification of transportation options providing access to essential services, especially for those without a vehicle.

Additional considerations, such as recreational opportunities and potential trail improvements.

The Project Team will incorporate the evaluation and findings into the Draft Supplemental Environmental Impact Statement (SEIS) to support project decision-making.

Issue ID 33: Supports Project
Related to Comment IDs: 159

Response By: PennDOT

Thank you for your support.

Response By: Bucks County

Thank you for your support.

Issue ID 6: Supports Project
Related to Comment IDs: 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 27, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 65, 67, 99, 111, 112, 152, 206

Response By: PennDOT

Thanks for your comment expressing support for the Newtown Rail Trail and its inclusion in the 2027 TIP. To remain informed about the progress of the project we encourage you to follow the Planning Commission’s projects page (connects.buckscounty.gov/projects) for updates.

Response By: Bucks County

Thank you for your support

Transit Projects: SEPTA

TIP Project 60582: Vehicle Overhaul Program

Issue ID 2: Supports Program
Related to Comment IDs: 2

Response By: SEPTA

Thank you for your comment and support. SEPTA appreciates your recognition of the importance of these ADA accessibility and station improvement projects. These investments are designed to make our transit system more accessible, welcoming, and convenient for riders across the network. By improving the customer experience and encouraging greater use of public transportation, these projects can help advance broader mobility and sustainability goals. We appreciate your feedback and your continued interest in SEPTA's efforts to improve transit service for the region.

TIP Project 60335: City Hall / 15th Street Stations

Issue ID 73: Supports Project
Related to Comment IDs: 243

Response By: SEPTA

Thank you for your comment and support. We are pleased that these long-awaited ADA accessibility and station improvement projects are moving forward. These investments are intended to improve accessibility, enhance the customer experience, and help ensure that the system remains safe, welcoming, and reliable for all riders. We appreciate your feedback and your continued interest in SEPTA's efforts to modernize and improve the transit network.

TIP Project 77183: Transit and Regional Rail Station Program

Issue ID 72: Supports Project
Related to Comment IDs: 242

Response By: SEPTA

Thank you for your comment and support. SEPTA appreciates your recognition of the importance of investing in ADA accessibility and station improvement projects throughout the transit network. These upgrades are intended to create a more accessible, safe, and welcoming environment for all riders while enhancing the overall customer experience. SEPTA is committed to improving transit infrastructure in ways that support mobility, attract riders, and contribute to broader environmental and sustainability goals. We appreciate your feedback and your continued interest in improving public transportation across the region.

General Comments

TIP Project: General Comment / Multiple Projects

Issue ID 12: West Philadelphia Corridor Safety Concerns
Related to Comment IDs: 25

Response By: PennDOT

Thank you for your comment. PennDOT, DVRPC, and the City of Philadelphia agree that traffic safety is a major concern in our region, including on the streets you've identified. Unfortunately, funding realities limit the number of urban arterial corridor safety projects that can be advanced at any one time within our region. As you mention, PennDOT has two data-driven Girard Ave projects identified and pre-scoped as Highway Safety Improvement Program (HSIP) project candidates: 1. Belmont Ave to 33rd/Poplar; and 2. N. Broad St to Susquehanna Ave PennDOT recognizes the need and will continue to work with the City of Philadelphia and DVRPC to have them prioritized for funding. Moreover, PennDOT is currently advancing a signalization of the Lancaster Ave / Wyalusing Ave intersection, which is planned for implementation this fall by our safety project contractor. The Department working with the City of Philadelphia Streets Department completed a speed study along Belmont Ave through Fairmont Park. The department determined the speeds were not conducive to the approval of vertical deflection. The department will work with the City of Philadelphia to review other traffic calming measures. Furthermore, the Department previously evaluated the feasibility of implementing a roadway reconfiguration (road diet) along Belmont Avenue, including concepts incorporating dedicated bicycle facilities. Based on this evaluation, several significant challenges were identified that make a road diet infeasible at this time. The Department remains committed to working collaboratively with the City of Philadelphia and the Metropolitan Planning Organization, the Delaware Valley Regional Planning Commission (DVRPC), to identify, prioritize, and advance improvements, as well as funding opportunities, that support safer multimodal travel along the Belmont Avenue corridor. As new systemic safety dedicated funding becomes available over the next 2 years, PennDOT will also coordinate with the City of Philadelphia on deployment of systemic safety applications in the interim to improve Vulnerable Road User (VRU) safety at spot locations where they make most sense along these corridors as well as Lancaster Ave and Belmont Ave.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 13: Various Questions about FFY 2027 PA TIP
Related to Comment IDs: 26

Response By: DVRPC

1. Please see tables 2, 3, and 4 in Chapter 2: Program Summary. These numbers will not change before final adoption. 2. A list of projects with the largest cost increases are listed in Chapter 2: Program Summaries of the Draft on page 22. You can find those specific project's current programmed amount in the FFY 2025 TIP by searching based on their unique identifying MPMS #. Detailed information on the primary drivers for cost increases for each project is not included in the MPMS database. 3. Response provided by PennDOT 4. Response provided by SEPTA 5. For projects in early stages of design, specific commitments may not have been identified yet. PennDOT maintains project websites for each individual project that may include these details. 6. This request requires information that is not readily available and additional analysis that is beyond the scope of what can be provided in a response to a public comment. If desired, please coordinate with your county planning staff to request this analysis as a project for the DVRPC Unified Planning Work Program (UPWP).

Response By: PennDOT

Thank-you for your comment. As of now, no delays are anticipated. Projects programmed with funding in FFY 27 anticipate obligation of funds in FFY 27. However, we acknowledge that delays happen. The following are some common reasons for project delays for projects late into final design related to ROW, utilities, and environmental approvals: -ROW clearance delays due to preliminary objections filed for declarations of taking, and ROW plan revisions necessary to settle claims. -Utility clearance delays including coordinating final relocation designs for utilities effected by the project and executing agreements with utility companies. -Railroad clearance delays including Public Utility Commission (PUC) approval of the plans, executing construction agreements with the railroad company, and availability of the railroad to provide construction support services. -Environmental clearance delays related to the re-evaluation of the environmental documents due to items such as additional threatened & endangered species coordination, and additional Section 106 (cultural resources) documentation due to changes to project scope. In addition, obtaining necessary waterway, E&S and stormwater management permits may cause delays.

Response By: SEPTA

"All projects in the FY 2027 TIP Transit Program are fully funded through reasonably anticipated federal, state, and local sources. To bridge the gap between these projected revenues and the costs of essential fleet replacements and critical infrastructure, SEPTA plans to

issue $4.3 billion in bonds between FY 2030 and FY 2036. This amount would have been higher without a $317 million Federal Transit Administration (FTA) Rail Vehicles Replacements competitive grant award to support the procurement of new M5 vehicles for the Market-Frankford Line (L). SEPTA will continue to pursue competitive grants for these major capital projects and advocate for a long-term, sustainable funding solution to further reduce its borrowing needs.

Local match contributions come from the City of Philadelphia and Bucks, Chester, Delaware and Montgomery Counties for federal and state formula dollars. Local match contributions to federal projects generally comprise 0.645% of total project costs for projects receiving federal assistance (80% Federal, 19.355% State match, and 0.645% Local match) and a 3.225% match for state-funded projects (96.775% State, 3.225% Local match). Local matching ratios may increase on a case-by-case basis to leverage future federal and state assistance to advance capital projects.

Past actions transferred $153 million (November 2024) and $394 million (October 2025) Capital funds to Operating. On Nov. 22, 2024, the Commonwealth transferred $153 million in Federal Highway (FHWA) Surface Transportation Program (STP) funds from PennDOT to SEPTA for the Preventive Maintenance Program to mitigate operating budget shortfalls and help SEPTA avoid additional fare increases and service cuts through June 2025. No major SEPTA capital projects were impacted. On Oct. 23, 2025, the SEPTA Board approved a $394 million capital transfer to operating to restore full service, avoid further cuts, and avoid additional fare increases through FY 2027. To enable this $394 million transfer, SEPTA deferred five (5) additional capital projects, including the purchase of almost 250 hybrid buses.

Recognizing that capital-to-operating transfers are counterproductive long-term, SEPTA intentionally avoided this strategy during SEPTA's FY 2027 Capital Budget and DVRPC PA TIP Updates. For FY 2027, the Commonwealth increased SEPTA's expected FY 2027 State capital funding by $78.45 million. This increased amount, in addition to operating savings through SEPTA's austerity measures, allowed SEPTA to reinstate bus procurements to FY 2027 and the construction of Bristol Station that were previously deferred. Additionally, the following previously deferred projects will advance in FY 2027: Noble Station ADA improvements (Design), Hunting Park Station ADA (Construction), and Wyoming Station ADA (Construction)."

TIP Project: General Comment / Multiple Projects

Issue ID 22: General Trail Support
Related to Comment IDs: 9

Response By: PennDOT

Thanks for your comment expressing support for the Newtown Rail Trail and its inclusion in the 2027 TIP. To remain informed about the progress of the project we encourage you to follow the Planning Commission's projects page (connects.buckscounty.gov/projects) for updates.

Response By: Bucks County

Thank you for your support

TIP Project: General Comment / Multiple Projects

Issue ID 25: Public Comment Support
Related to Comment IDs: 63

Response By: DVRPC

Thank you for your support.

TIP Project: General Comment / Multiple Projects

Issue ID 26: Electric Bike and Scooter Legislation
Related to Comment IDs: 72

Response By: DVRPC

Thank you for your comment regarding the Draft FFY 2027 Transportation Improvement Program (TIP).

Under Pennsylvania law, e-bikes are classified by the Pennsylvania Department of Transportation (PennDOT) based on their operating characteristics. Class 1 and Class 2 e-bikes are generally defined as pedal-assisted or throttle-assisted bicycles with a maximum assisted speed of 20 miles per hour and are distinct from higher-speed electric vehicles, scooters, mopeds, and motorcycles.

The eligibility of e-bikes and other devices on a particular trail, or bicycle facility, is ultimately determined by the owner or operator of that facility. Individual municipalities, park agencies, trail organizations, and other facility owners may establish rules governing what types of devices are permitted on their facilities, consistent with applicable state and local laws.

The Draft FFY 2027 TIP does not establish regulations governing the use of e-bikes, scooters, or other devices on trails or bicycle facilities. Decisions regarding permitted trail users remain under the authority of the facility owner or managing agency.

TIP Project: General Comment / Multiple Projects

Issue ID 32: Project Engineering
Related to Comment IDs: 128

Response By: PennDOT

Thank you for your comment. The concentration of RAP (recycled asphalt pavement) in PennDOT pavements is currently capped at 30% by our standard specification. A higher percentage of RAP is not typically recommended because the pavement is much more likely to crack. Moreover, high-RAP mixes are stiffer and more difficult to install. High-RAP mixes have, however, been used in certain limited circumstances, like 100% state-funded projects on low-volume roads. Please consult PennDOT Pub 242 for more information. Similarly, the use of RCA (recycled concrete aggregate) is permitted by PennDOT, but only sparingly due to its effects on stormwater infrastructure. Particles from RCA can wash off of the pavement and deposit themselves in pipes and other stormwater equipment. Over time, these

particles build up and form a white, rock-like substance called tufa. If enough tufa builds up, it can obstruct the flow of water through the stormwater system.

TIP Project: General Comment / Multiple Projects

Issue ID 37: Add Regional High Injury Network layer
Related to Comment IDs: 212

Response By: DVRPC
We are working with our software vendor to explore implementing this suggestion.

TIP Project: General Comment / Multiple Projects

Issue ID 38: Supports Projects
Related to Comment IDs: 213

Response By: PennDOT
Thank you for your comment.

Response By: Montgomery County
Thank you for your comment.

TIP Project: General Comment / Multiple Projects

Issue ID 43: OWN - Comment 1
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The Pennsylvania Department of Transportation will work with the Delaware Valley Regional Planning Commission (DVRPC) and the City of Philadelphia to review any proposals to add dedicated safety improvement projects for key locations for the FFY 2027 Transportation Improvement Program (TIP) or future TIPs. The Department of Transportation acknowledges the corridor's Regional High Injury Network (RHIN) status and evaluates traffic-calming countermeasures for corridor safety studies as actionable alternatives to address high-risk conditions for vulnerable road users.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 44: OWN - Comment 2
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The Pennsylvania Department of Transportation will work with the Delaware Valley Regional Planning Commission (DVRPC) and the City of Philadelphia to review any proposals to add dedicated safety improvement projects for key locations for the FFY 2027 Transportation Improvement Program (TIP) or future TIPs. The Department of Transportation acknowledges the corridor's Regional High Injury Network (RHIN) status and evaluates traffic-calming countermeasures for corridor safety studies as actionable alternatives to address high-risk conditions for vulnerable road users.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 45: OWN - Comment 3
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 46: OWN - Comment 4
Related to Comment IDs: 218

Response By: PennDOT
Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia
Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 47: OWN - Comment 5
Related to Comment IDs: 218

Response By: SEPTA

"Thank you for your comment and for highlighting the importance of transit access along the Upper Lancaster Avenue corridor. We agree that transit service along Routes 10, 46, 63, 65, and 105 provides a vital connection for the West Philadelphia community, and we appreciate you raising the benefits these corridors provide to riders.

While bus stop facilities and ""last 50 feet"" pedestrian connections generally fall outside SEPTA's direct control, SEPTA works closely with local municipalities and community partners to help prioritize projects that improve conditions for transit riders. We encourage continued coordination with the City of Philadelphia and other local stakeholders to advance these pedestrian and accessibility improvements.

One notable exception is the T1 (formerly Route 10), which is part of SEPTA's broader investment in modernizing our trolley network. SEPTA is advancing new vehicles and entirely new, fully accessible station facilities along the length of this corridor as part of that program. We appreciate your patience as this work progresses and look forward to the benefits it will bring to riders on this corridor."

TIP Project: General Comment / Multiple Projects

Issue ID 48: OWN - Comment 6
Related to Comment IDs: 218

Response By: PennDOT

Thank you for your comment. The Pennsylvania Department of Transportation will work with the Delaware Valley Regional Planning Commission (DVRPC) and the City of Philadelphia to review any proposals to add dedicated safety improvement projects for key locations for the FFY 2027 Transportation Improvement Program (TIP) or future TIPs. The Department of Transportation acknowledges the corridor's Regional High Injury Network (RHIN) status and evaluates traffic-calming countermeasures for corridor safety studies as actionable alternatives to address high-risk conditions for vulnerable road users.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 49: OWN - Comment 7
Related to Comment IDs: 218

Response By: DVRPC

Thank you for your comment. DVRPC has shared this comment with our partners at the City of Philadelphia, SEPTA, and PennDOT for consideration in the next TIP update pending a developed problem statement, new project evaluation, and eligibility for federal funding. The RHIN is a planning tool designed to be used in tandem with other datasets to inform roadway safety investigations and referenced in plans and projects. DVRPC is drafting a Regional Vision Zero Safety Action Plan that furthers support for local safety planning. DVRPC continues to include crash analyses in our work program projects to advance substantive infrastructure safety improvements throughout the region. DVRPC also continues to collaborate with partners, including the City of Philadelphia, to help to raise the profile of safety needs in numerous communities and connect them to funding opportunities.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 50: OWN - Comment 8
Related to Comment IDs: 218

Response By: PennDOT

Thank you for your comment. The City of Philadelphia will consider this for future projects.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 51: OWN - Comments 9 and 10
Related to Comment IDs: 218

Response By: PennDOT

Thank you for your support of this project; the City of Philadelphia has received your comment. The City of Philadelphia currently has no plans for improvements on the southern portion of Lancaster Avenue. Regarding bike lanes, the City plans to remove the existing bike lanes and expand the sidewalks from 8 feet to 9 feet, into shared-use paths. Regarding community partnership with OWN, the City of Philadelphia will continue public outreach and coordination as the project proceeds and is finalized. Current on-going outreach also includes coordination with SEPTA on their bus routes in the area, and on providing public transportation accommodations for some pedestrians impacted by the bridge closure. Final traffic control plans and construction specifications will identify required pedestrian detour signing, and will also require notifications to surrounding emergency services providers. Regarding aesthetic and cultural design,

the City of Philadelphia's Streets Department has coordinated extensively with the City of Philadelphia Art Commission regarding architectural treatments.

Response By: City of Philadelphia

Thank you for your comment, the City has coordinated with PennDOT on the response.

TIP Project: General Comment / Multiple Projects

Issue ID 67: New TIP Project
Related to Comment IDs: 237

Response By: PennDOT

Thank you for your interest in improving non-motorized and multi-modal transportation options for residents of Delaware County. Delaware County recently completed "Walk, Roll Delco", the County's active transportation plan and serves as the foundation for multi-modal improvements. Your request will be noted for future amendments to the plan. We encourage you engage Edgmont Township to pursue a feasibility study as the first step to determine if this is a viable project and to develop cost and maintenance estimates. Delaware County will continue to work towards improving the multi-modal infrastructure throughout the County.

Response By: Delaware County

Thank you for your response and support of our County’s trail projects. Through “Walk, Roll Delco”, the County’s Active Transportation Plan, we are constantly striving to improve our multimodal transportation network and build out our primary trail network to make transportation safe for all roadway users. We encourage you to reach out to your local municipality to do a feasibility study along Gradyville Road and to begin pursuing funding for potential design should it prove to be feasible.

MEMORANDUM OF UNDERSTANDING
Pennsylvania's Statewide Procedures for 2027-2030 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2027-2030 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

The STIP is the official transportation improvement program document mandated by federal statute 23 CFR 450.218 and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the https://www.talkpatransportation.com/how-it-works/stip on the STC Website under 2027 Guidance Documents.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs,

RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's Public Participation Plan (PPP). Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations 23 CFR 450, revisions to the STIP/TIP will be handled as an ***Amendment*** or an ***Administrative Modification*** based on agreed upon procedures detailed below.

An ***Amendment*** is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source**.
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification**.**
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
    - $10 million for the Interstate Management (IM) Program;
    - $7.5 million for the DVRPC and SPC MPOs;
    - $3.0 million for the other TMA MPOs;
    - $2.0 million for the remaining areas;
    - $1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
    - Result in an air quality conformity reevaluation;
    - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
    - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
    - *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

Approval by the MPO/RPO is required for ***Amendments***. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An ***Administrative Modification*** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.
- Adds a project back on to the TIP only for the following purposes:
    - Advance Construct conversion.
    - To process a right-of-way or damage claim.
    - To capture project close-out costs.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.
- *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

***Administrative Modifications* do not require federal approval.** PennDOT and the MPO/RPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l)&(m) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR 450.326(c), PennDOT and the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi-UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding

and amount shall be noted in the project description, and the funding amount shall be entered as $0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed in the TIP where the Project is located to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as $0.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document**. If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2026, and remain in effect until September 30, 2028, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

_____ _____

Mr. David Snyder
Acting Division Administrator
Pennsylvania Division
Federal Highway Administration

Date

_____ _____

Ms. Terry Garcia-Crews
Regional Administrator
Region 3
Federal Transit Administration

Date

_____ _____

Ms. Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Delaware Valley Regional Planning Commission

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

Adopted by the DVRPC Board on July 25, 2024

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. Purpose and Background

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),** the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21),** the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act), and the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year, which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act/IIJA(BIL) concerning

the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and Administrative **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition, deletion, or a major change to an existing federally funded project included in the TIP**, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order **to add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and the action must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved. Funding is allocated to the project, not the County.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting an Air Quality (AQ) regionally significant project, except for traffic signal projects which can be initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.

- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through

DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.

- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project phase(s) from the second and/or third four years of the 12 year program that has no phases obligated, encumbered, or programmed in the first 4 years.

2. Project actions which cause there to be **no phases within the four-year TIP period. If a project with one or more MPMS #s has been Let for construction and has been fully obligated under a previous TIP and the removal of phases causes there to be no phases of the project programmed within the four year TIP, this will be an administrative action.**

3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).

4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the Later Fiscal Years (LFY) of the TYP to the first four years (TIP) by more than $7,500,000 will constitute a formal action.

5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the first four years (TIP) to the Later Fiscal Years (LFY) of the TYP by more than 7,500,000 will constitute a formal action.

6. When a project that utilizes 100 percent state funds and needs federal funds to establish Federal Government Agencies as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).

7. When PennDOT identifies a project phase of less than or equal to $7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds and there were **no obligations on any phases of the project previously, or no other phases currently programmed on the TIP.**

III. Expedited Procedures for TIP Modifications and Administrative Amendments

The federal regulations permit an MPO to move projects from **years two, three, or four** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to an overall cost of a project within the four years of the TIP that is **less than or equal to $1,000,000**.

2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by $7,500,000 or less if it does or does not represent a reduction in scope.

3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.

4. When either PennDOT or SEPTA deems it appropriate to **shift costs between eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g.PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or state funding categories, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of more than $7,500,000 or do not involve the federalization of a project.

5. When either PennDOT, SEPTA, or PART need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These

include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

6. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.

7. When the **line items** for Betterments are to be tapped for individual projects of **less than $7.5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **is more than $7,500,000**, it will be treated as a minor amendment under the procedure in section "**II. TIP AMENDMENTS**." A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements or guide rail updates.

8. When a project listed in an approved TIP is removed because funds for all phases totaling $7,500,000 or less have already been obligated or encumbered and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is more than $7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.

9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.

10. When a project draws down funding from a competitive program's Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than $7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.

11. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues or change of scope.

Under any of these circumstances, DVRPC Partners will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2025 TIP: the years FY26, FY27, or FY28), unless there is a formal record of opposition to the project by a public interest group.

2. When a cost increase to a project is greater than **$1 million and less than or equal to $7.5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.

3. Project action which decreases the overall cost of a project within the four years of the TIP by less than or equal to $7,500,000.

4. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

(Administrative Amendments)

5. When a cost increase of $7,500,000 or less occurs to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase of $7,500,000 or less occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

6. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

7. When PennDOT identifies a project phase less than or equal to $7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds, so long as a previous phase of the project has been obligated. Note: If the conversion is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

8. When an action adds a new phase(s) or removes a phase(s), or increase/decrease a phases(s) to a project that is already programmed on the TIP and the proposed fiscal change to the project is less than or equal to the $7,500,000 threshold.

9. When PennDOT seeks federal authorization to cover $7,500,000 or less in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

10. When a project "breakout" is developed from a "parent" project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project.

11. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, SRTS, RRX, ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

C. Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments.

While administrative actions do not require federal approval, PennDOT and DVRPC will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

D. Amendments Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above in section III will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.

2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by more than $7,500,000.

E. Statewide Programs

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see PennDOT Financial Guidance for further details). Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success, and all revisions to the DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.

2. Projects derived from Statewide Managed Programs that are state funded, e.g., Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not been encumbered and need to be shown on the current TIP may be added back into the TIP as an Administrative Action.

3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

IV. Administration

A. Compliance with Planning Process

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to ensure that the TIP remains

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

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

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval, for projects that are identified in this MOU as being amendments, using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, if available, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT. See Section III.B.5.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.

    a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar annual report comparing the programmed amount with the actual amount of funds secured under grants.

b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.

c. DVRPC will post the Obligation/Encumbrance information on its website.

2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.

3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – "percent of STIP/TIP projects advanced per year" on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.

4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

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

Arielle Mann
Executive Director,
for DVRPC

Date 7/25/2024

Kristin A. Mulkin
Deputy Secretary,
for PennDOT

Date 7/25/2024

General Manager,
for SEPTA

Date 7.26.24