Appendix G

Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, etc

DELAWARE VALLEY
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PLANNING COMMISSION

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SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including community members, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating stakeholders' local insights, residents' lived experiences, and subject matter expertise, plans are more implementable and beneficial.

DVRPC engages in an extensive public outreach program to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+ day public comment period. The public comment period for the Draft DVRPC FFY 2027 TIP for Pennsylvania opened on May 21, 2026, and closed on June 22, 2026, at 5:00 p.m. (local time). Notice of the public comment period and the scheduled public meeting were distributed to over 13,000 individuals and organizations that comprised a variety of stakeholders in the region, including non-profit organizations, traditional transportation and transit users, the private sector, and the general public. Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort to coordinate, as appropriate, with each of the Tribal Nations.

Legal notices were placed in the Philadelphia Inquirer, Philadelphia Tribune, El Inquirer, and the Impacto Latin Newspaper. An article also appeared in DVRPC's monthly newsletter in June 2026. Announcements were made on DVRPC's Facebook, Instagram, and LinkedIn accounts.

A hybrid (in-person/online) public meeting was held on:

Tuesday, June 9, 2026, from 6:00 PM–7:00 PM:
Located at: DVRPC Main Conference Room
190 North Independence Mall West
8th Floor
Philadelphia, PA 19106

An online only public meeting was held on:

Thursday, June 11, 2026
6:00 PM to 7:00 PM
Registration via: **https://bit.ly/4sTVEMl**
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire Draft TIP document were placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/tip/draft. Users were able to submit project-specific or general comments online.

In addition, the public was able to submit comments via e-mail to tip@dvrpc.org, or through U.S. mail, addressed to:

TIP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must have been postmarked by August 20, 2025. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. DVRPC frequently employed social media (Facebook, LinkedIn and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. To request access to the print documents the public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 1: Libraries Displaying the Draft DVRPC FFY 2027 TIP for Pennsylvania.

PUBLIC COMMENTS ON THE DRAFT DVRPC FFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM FOR PENNSYLVANIA

COMMENTS RECEIVED AS PART OF THE PUBLIC COMMENT PERIOD

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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

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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,

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# 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:

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# 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,

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

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

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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,

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:

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,

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

Newtown Rail Trail Phase 3

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Chester Creek Trail Phase 2

Parkside Cynwyd Trail

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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

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,

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

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

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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,

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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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,

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:

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# 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,

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:

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

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,

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:

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

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

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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,

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

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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)

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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 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

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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

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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# 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,

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

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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

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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.

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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,

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

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,

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

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# 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# 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,

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

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,

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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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

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,

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

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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

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,

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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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.

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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,

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

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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

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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# 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,

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

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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,

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

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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:

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

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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,

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

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

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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

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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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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,

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

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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

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,

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)

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,

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# 119841: Cross County Trail Extension

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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,

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:

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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

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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,

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:

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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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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 Chuna — June 11, 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

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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,

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:

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

MPMS# 74827: Delaware Canal Enhancement

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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.

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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,

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:

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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)

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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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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:

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MPMS# 105291: The Circuit Line Item

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MPMS# 99668: PA 291 Drainage Improvement

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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.

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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,

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

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.

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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,

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# 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# 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,

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:

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MPMS# 105291: The Circuit Line Item

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Chester Creek Trail Phase 2

Parkside Cynwyd Trail

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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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:

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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

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

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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,

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:

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

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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 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# 105291: The Circuit Line Item

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Newtown Rail Trail Phase 4

Chester Creek Trail Phase 2

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Wissahickon Gateway Trail

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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

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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.

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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,

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:

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

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.

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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

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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# 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# 84258: Pennsylvania Avenue Bridge over Delaware Canal

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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

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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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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

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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,

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:

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MPMS# 105291: The Circuit Line Item

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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,

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

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,

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

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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# 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,

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

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MPMS# 119841: Cross County Trail Extension

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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

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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

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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

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,

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

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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

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

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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,

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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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

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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

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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,

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:

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

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.

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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,

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

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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

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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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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:

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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# 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,

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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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

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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:

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,

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:

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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Parkside Cynwyd Trail

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

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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,

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# 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

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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,

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# 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,

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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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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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:

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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:

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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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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# 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,

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

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,

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

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

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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,

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

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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,

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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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# 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,

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# 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,

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# 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:

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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,

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.

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

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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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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.

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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,

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

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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# 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,

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:

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MPMS# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

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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,

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.

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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# 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,

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

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.

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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# 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

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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,

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# 99668: PA 291 Drainage Improvement

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MPMS# 64778: State Road Reconstruction

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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,

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:

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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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.

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,

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:

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

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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 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.

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

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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 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:

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# 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# 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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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

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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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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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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:

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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)

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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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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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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# 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,

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

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

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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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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

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,

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

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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

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,

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

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

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#:

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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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

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,

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

Newtown Rail Trail Phase 3

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)

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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.

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

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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)

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

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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,

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:

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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 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:

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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,

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

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,

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.

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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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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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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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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:

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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,

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:

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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,

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:

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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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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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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,

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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:

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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,

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# 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,

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.

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,

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

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# 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

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,

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

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

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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,

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.

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# 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,

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)

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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,

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:

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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MPMS# 119841: Cross County Trail Extension

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

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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

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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,

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:

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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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

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

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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

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

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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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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

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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

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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#:

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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

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Chester Creek Trail Phase 2

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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

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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,

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

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,

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

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,

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

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,

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

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

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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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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

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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,

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

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,

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

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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

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,

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

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# 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,

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

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

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,

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

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,

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

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# 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

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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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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# 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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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 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

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

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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# 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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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,

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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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,

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# 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,

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:

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

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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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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.

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AGENCY RESPONSES TO PUBLIC COMMENTS ON THE DRAFT DVRPC FFY 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

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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.

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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

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Comment #253 — Joe Pileri — July 01, 2026

Hello,

My name is Joe, and I am a resident of Roxborough. I'm writing to suggest *protected
bike infrastructure on Ridge Avenue and Henry Avenue*, two corridors that have long been recognized as high-risk for people walking, biking, and driving and that I and my family use daily.

Both roads serve as essential connections between Roxborough, Manayunk, East Falls, and the Schuylkill River Trail. Yet today, they remain effectively inaccessible for anyone not in a car. Families, students, and commuters who would bike these routes simply cannot do so safely. As a result, our neighborhood is cut off from the city's growing network of protected lanes and trails.

Sincerely,

Joseph Pileri

Roxborough, Philadelphia

Comment #254 — Andrew Bacon — June 28, 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,

Andrew Bacon

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19123

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #255 — Steve Saddlemire — June 28, 2026

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

Comment #256 — Thomas Holt — June 27, 2026

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](https://proton.me/mail/home) for Android.

Comment #257 — Jawad Pullin — June 26, 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,

Jawad Pullin

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19103

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #258 — Evan Homrighausen June 26, 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# 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,

Evan Homrighausen

[REDACTED_MAILING_ADDRESS]

Levittown, PA 19054

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #259 — Deborah Soufleris — June 25, 2026

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_MAILING_ADDRESS]

Comment #260 — Chris Hazle-Cary — June 23, 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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5. Please include the Circuit Trails map layer to the Project Layers in the interactive online map.

Sincerely,

Chris Hazle-Cary

,

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #261 — Abigail Addy — June 23, 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,

Abigail Addy

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19147

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #262 — Michelle Alvare — June 23, 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

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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 Alvare

[REDACTED_MAILING_ADDRESS]
Havertown, PA 19083

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #263 — Kirsten Echelmeier-Sams — June 22, 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,

Kirsten Echelmeier-Sams

[REDACTED_MAILING_ADDRESS]
Narberth, PA 19072

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #264 — Lorraine/Rick Poll — June 22, 2026

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

Comment #265 — Maria Tabbut — 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# 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,

Maria Tabbut

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19146

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #266 — Amanda DeLeo — 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

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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,

Amanda DeLeo

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19143

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #267 — Cori Bishop — June 22, 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,

Cori Bishop

[REDACTED_MAILING_ADDRESS]
Philadelphia, PA 19122

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #268 — Cheryl Hendershott — June 22, 2026

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:

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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,

Cheryl Hendershott

[REDACTED_MAILING_ADDRESS]
Phila, PA 19143

[REDACTED_PHONE]

[REDACTED_EMAIL]

Comment #269 — Alicia McGovern — June 22, 2026

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:

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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_MAILING_ADDRESS]
King of Prussia, PA 19406

[REDACTED_PHONE]

[REDACTED_EMAIL]

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

Public Comment Outreach Docoumentation

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:

Draft Amendment 1 to Update: Connections 2050 Plan for Greater Philadelphia,
Draft DVRPC FFY 2027 Transportation Improvement Program for Pennsylvania (FFY27–FFY30)
Draft Conformity Determination: Update: Connections 2050 Plan for Greater Philadelphia, Draft FFY 2027 TIP for Pennsylvania, and FFY 2026 TIP for New Jersey

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the following documents:

- *Draft Amendment 1 to Update: Connections 2050 Long-Range Plan*
- *Draft DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30)*
- *Draft Conformity Determination*

DVRPC will accept comments on these three documents from May 21, 2026, until June 22, 2026, at 5:00 PM local time.

Electronic versions of the documents are available at:

- Draft Amendment 1 to Update: Connections 2050 Plan for Greater Philadelphia is available at www.dvrpc.org/plan/.
- DVRPC Draft FFY 2027 TIP for Pennsylvania at https://www.dvrpc.org/tip/
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity

If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region and upon request.

As the federally designated Metropolitan Planning Organization (MPO) for Greater Philadelphia, DVRPC must develop a long-range transportation plan for the region every four years that includes a vision for the orderly growth and development of the region. The Update: Connections 2050 Plan for Greater Philadelphia, adopted by the DVRPC Board in September 2025, contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects, or new projects that are added to maintain alignment with the TIP. Amendment 1 to this plan accounts for some new and significant changes to existing Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments contained in the Plan and TIPs conform to the federal Clean Air Act, and to demonstrate that a proposed plan or

project will not negatively impact the region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. To reach as many people as possible, one meeting will be held online and one will be hybrid.

Hybrid meeting:
Tuesday, June 9, 2026, from 6:00 PM to 7:30 PM
Registration for in-person and online attendees via: https://bit.ly/4lQ2ZJP or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
DVRPC Conference Room
190 N Independence Mall W
8th floor
Philadelphia, PA 19106
Directions: https://www.dvrpc.org/directions/
Dinner will be available for in-person attendees; online attendees will be able to listen to the presentations and give a public comment. Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Online- meeting:
Thursday, June 11, 2026, from 6:00 PM to 7:30 PM
Registration for the online meeting via: https://bit.ly/4sTVEMl or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Written comments and questions must be submitted in one of the following ways listed below:

By web application:
- Draft DVRPC PA TIP: www.dvrpc.org/TIP/Draft
- Statewide STIP: https://talkpatransportation.com/how-it-works/stip

By Email:
- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 1 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org

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

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC engagement team at 215.592.1800 or public_affairs@dvrpc.org.

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NOTICE OF PUBLIC HEARINGS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FISCAL YEAR 2027 OPERATING & CAPITAL BUDGET

Pursuant to Pennsylvania Title 74 Pa. C.S.A. Transportation Section 1751 - Fiscal Provisions, the Southeastern Pennsylvania Transportation Authority ("SEPTA") is required to adopt an Operating and Capital Budget prior to the beginning of the ensuing fiscal year, which begins July 1st.

The schedule of Fiscal Year 2027 Budget Public Hearings is as follows:
Operating Budget: May 11, 2026 – 11:00 AM & 7:00 PM
Operating Budget: May 12, 2026 – 10:00 AM & 4:00 PM
Capital Budget: May 13, 2026 – 11:00 AM & 7:00 PM

Additionally, SEPTA invites the public to attend an in-person **Capital Budget Open House** on **May 13, 2026,** from **12:00 PM to 1:00 PM** and from **6:00 to 7:00 PM** to learn more about active and planned investments across the transit system.

The Public Hearings can be attended in-person in the Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, PA 19107, or virtually utilizing WebEx. Additional information on how individuals can register to attend via WebEx will be posted on approximately April 9, 2026 at the Authority's website: www.septa.org/notice.

At the hearings, SEPTA will present the proposed Fiscal Year 2027 Operating Budget and Fiscal Years 2028-2032 Financial Projections, and the Fiscal Year 2027 Capital Budget and Fiscal Years 2027-2038 Capital Program. The proposed budgets will be published on or about April 9, 2026 and will be accessible from the SEPTA website: **https://wwww.septa.org/reports**. SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the budgets at the public hearings. People wishing to attend and speak at the morning and afternoon sessions in-person or via WebEx must register by the start time on the day of each public hearing. SEPTA representatives will be available at each hearing to listen to public comments and testimony. A sign language interpreter will be present during the public hearings. An audio version of the public hearing notice and summary will be available through VisionLink at its website: **www.visionlinkphl.org**.

Public Participation Details:

- Individuals wishing to attend virtually via WebEx must register at **http://septa.org/notice** before the date and time the hearing is to be held (see schedule above). Details and instructions on how to register via WebEx will be posted to the above SEPTA website on approximately April 9, 2026.
- Individuals wishing to attend in-person should arrive at the SEPTA Board Room prior to the scheduled start time of the hearing (see schedule above).
- Persons desiring to provide oral comments or testimony about the Operating Budget may call 215-580-7772, and about the Capital Budget may call 215-580-7771 to submit comments or testimony via voicemail message.
- Individuals may submit comments via email on the Operating Budget to **operatingbudget@septa.org** and/or the Capital Budget to **capbudget@septa.org**.
- Persons wishing to file written comments may send via U.S. mail to Budgets & Compliance, Southeastern Pennsylvania Transportation Authority, 1234 Market St., 9th Floor, Philadelphia, PA 19107.

All comments and testimony received will become part of the public record and will be forwarded to the Hearing Examiner. To be included in the official public record, comments must be received by Wednesday, May 20, 2026 at 5:00 PM.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

Dated: May 21, 2026

Sent via email from public_affairs@dvrpc.org

RE: DVRPC releasing three documents for public comment

To the Federally Recognized Tribes in Lenapehoking territory, referred to as the Greater Philadelphia region by settler-colonial peoples:

With respect to the special status of Federally Recognized Tribes, the purpose of this letter is to provide notice of the 30-Day Public Comment Periods for several draft documents per the Federal Highway Administration's regulations, 23 CFR §450.316.

DVRPC is opening a public comment period for three documents opening on May 21 and closes June 22 at 5:00 PM local time. DVRPC serves as a technical advisor, provides access to federal transportation funding, and works with local elected officials, participating federal, state and county agencies, transit operators, and the public to coordinate planning activities and prioritization of transportation infrastructure projects, among other tasks. While DVRPC encourages you to comment on the long-range transportation plan documents during the designated open public comment periods detailed below, the MPO is readily available to address your comments on any of DVRPC's plans and programs as your time allows.

With this letter, the Delaware Valley Regional Planning Commission (DVRPC) formally invites your Tribe or Nation to contribute comments to the following documents:

- *Draft Amendment 1 to Update: Connections 2050 Long-Range Plan*
- *Draft DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30)*
- *Draft Conformity Determination*

Electronic versions of the documents are available at:

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- *DVRPC Draft FFY 2027 TIP for Pennsylvania at https://www.dvrpc.org/tip/*
- *Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity*

Additionally, DVRPC is hosting two public meetings on these draft documents. The meetings will include presentations on each of the draft documents. To reach as many people as possible, one meeting will be held hybrid, allowing attendees to attend online or in-person, and one will be online. Interpretation can be provided for both meetings if

requested and can be arranged by contacting 215-592-1800 or public_affairs@dvrpc.org.

Hybrid meeting:
Tuesday, June 9, 2026, from 6:00 PM to 7:30 PM
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Philadelphia, PA 19106
Directions: https://www.dvrpc.org/directions/
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Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

About These Documents

As the federally designated Metropolitan Planning Organization (MPO) for Greater Philadelphia, DVRPC must develop a long-range transportation plan for the region every four years that includes a vision for the orderly growth and development of the region. The Update: Connections 2050 Plan for Greater Philadelphia, adopted by the DVRPC Board in September 2025, contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects, or new projects that are added to maintain alignment with the TIP. Amendment 1 to this plan accounts for some new and significant changes to existing Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments contained in the Plan and TIPs conform to the federal Clean Air Act, and to demonstrate that a proposed plan or project will not negatively impact the region's ability to meet or maintain federal air quality standards.

Making a Public Comment

Hard copies of these documents can be sent upon request. If you would like to make a comment, please contact me at sakins@dvrpc.org or 215.592.1800. We also accept comments by mail, sent to the attention of the Office of Communications and Engagement. I will coordinate with our federal and state partners and the appropriate staff to address your comments.

All comments and questions submitted during the public comment period will be taken into consideration. A full summary of the process, comments and responses will be made available in September or October of 2026.

If you have any questions, concerns, or suggestions about notification to the Tribes and Nations or the public commenting process, please contact me at sakins@dvrpc.org.

Sincerely,

Shoshana Akins, MPH
Manager of Public Participation Planning
Delaware Valley Regional Planning Commission
sakins@dvrpc.org
Sent via email

CC:

DVRPC: Jesse Buerk, Jackie Davis, Sean Greene, Alison Hastings, Ariella Maron, Rick Murphy, Elise Turner;
NJDOT: Eric Powers, Lauralee Rappleye;
FHWA-NJ: Sutapa Bandyopadhyay, Jason Simmons;
PennDOT: David Alas, Kristin Mulkerin; and
FHWA-PA: Gene Porochniak, Ronnique Bishop, Benjamin Harvey

The Philadelphia Inquirer
100 S. INDEPENDENCE MALL W, STE 600, PHILADELPHIA, PA 19106

Affidavit of Publication

On Behalf of:
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. Independence Mall West
8th Floor
PHILADELPHIA, PA 19106

STATE OF PENNSYLVANIA COUNTY OF PHILADELPHIA:

Before the undersigned authority personally appeared the undersigned who, on oath represented a and say: that I am an employee of The Philadelphia Inquirer, LLC, and am authorized to make this affidavit of publication, and being duly sworn, I depose and say:

1. The Philadelphia Inquirer, LLC is the publisher of the Philadelphia Inquirer, with its headquarters at 100 S. Independence Mall West, Suite 600, Philadelphia, PA 19106.
2. The Philadelphia Inquirer is a newspaper that which was established in in the year 1829, since which date said daily newspaper has been continuously published and distributed daily in the City of Philadelphia, count and state aforesaid.
3. The printed notice or publication attached hereto set forth on attached
hereto was published in all regular print editions of
The Philadelphia Inquirer on

Legal Notices

as published in **Inquirer Legals** in the issue(s) of:

5/21/2026

4. Under oath, I state that the following is true and correct, and that neither I nor The Philadelphia Inquirer, LLC have any is interest in the subject matter of the aforesaid notice or advertisement.

Helene Sweeney

Nancy S. Fisher
Notary Public

My Commission Expires:

Commonwealth of Pennsylvania - Notary Seal
Nancy S Fisher, Notary Public
Philadelphia County
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Commission Number 1433937

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COPY OF ADVERTISEMENT

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:

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Draft DVRPC FFY 2027 Transportation Improvement Program for Pennsylvania (FFY27–FFY30)
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If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region and upon request.

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The Philadelphia Tribune

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Eugene Cliett, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

05/21/2026, 05/22/2026, , , ,,

Affiant further deposes and says that he is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that he is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

Eugene Cliett
Sworn to and subscribed before me on 05/22/2026

Commonwealth of Pennsylvania - Notary Seal
Gerald Jones, Notary Public
Philadelphia County
My Commission Expires, June 28, 2027
Commission Number 1080070

STATEMENT OF ADVERTISING COSTS: $5660.16

DVRPC
190 N. INDEPENDENCE MALL WEST - 8TH FLOOR
PHILADELPHIA, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the
notice of advertising attached hereto on the above dates

PUBLISHERS RECEIPT FOR ADVERTISING COST

The Philadelphia Tribune Co., Inc.
Publishers of The Philadelphia Tribune hereby acknowledge
receipt of the aforesaid advertising and advertising costs,
and certified that the same has been fully paid.

OFFICE: The Philadelphia Tribune Co.,
520 S. 16th Street
Philadelphia, PA 19146
Phone: 215-893-5700 / FAX: 215-735-3612

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- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity

If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region and upon request.

As the federally designated Metropolitan Planning Organization (MPO) for Greater Philadelphia, DVRPC must develop a long-range transportation plan for the region every four years that includes a vision for the orderly growth and development of the region. The Update: Connections 2050 Plan for Greater Philadelphia, adopted by the DVRPC Board in September 2025, contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects, or new projects that are added to maintain alignment with the TIP. Amendment 1 to this plan accounts for some new and significant changes to existing Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments contained in the Plan and TIPs conform to the federal Clean Air Act, and to demonstrate that a proposed plan or project will not negatively impact the region's ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. To reach as many people as possible, one meeting will be held online and one will be hybrid.

Hybrid meeting:
Tuesday, June 9, 2026, from 6:00 PM to 7:30 PM
Registration for in-person and online attendees via: https://bit.ly/4lQ2ZJP or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
DVRPC Conference Room
190 N Independence Mall W
8th floor
Philadelphia, PA 19106
Directions: https://www.dvrpc.org/directions/
Dinner will be available for in-person attendees; online attendees will be able to listen to the presentations and give a public comment. Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Online- meeting:
Thursday, June 11, 2026, from 6:00 PM to 7:30 PM
Registration for the online meeting via: https://bit.ly/4sTVEMl or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Written comments and questions must be submitted in one of the following ways listed below:

By web application:

- Draft DVRPC PA TIP: www.dvrpc.org/TIP/Draft
- Statewide STIP: https://talkpatransportation.com/how-it-works/stip

By Email:

- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 1 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org

By Mail:

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

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC engagement team at 215.592.1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP, Draft Amendment, and Draft Conformity documents by 5:00 PM (local time) on June 22, 2026. Comments received via mail must be postmarked by June 22, 2026. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities. For more information about DVRPC's Title VI Program or to obtain a Title VI Complaint Form, visit www.dvrpc.org/GetInvolved/TitleVI, or contact DVRPC's ADA and Title VI Compliance Officer Shoshana Akins by calling 215-592-1800 or via email at public_affairs@dvrpc.org.

Attention: If you wish to request this publication in another language other than English, or wish to contact DVRPC for our language assistance, please call 215-592-1800.

Atención: Si desea solicitar esta publicación en otro idioma que no sea inglés, o desea comunicarse con DVRPC para obtener asistencia con el idioma, llame al 215-592-1800.

注意：如果您希望以英语以外的其他语言索取此出版物，或希望联系 DVRPC 获取我们的语言帮助，请致电 215-592-1800。

Внимание: если вы хотите запросить эту публикацию на другом языке, кроме английского, или хотите связаться с DVRPC для получения нашей языковой помощи, позвоните по телефону 215-592-1800.

Lưu ý: Nếu bạn muốn yêu cầu ấn phẩm này bằng ngôn ngữ khác ngoài tiếng Anh hoặc muốn liên hệ với DVRPC để được hỗ trợ về ngôn ngữ, vui lòng gọi số 215-592-1800.

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/Business/.

City of Philadelphia

Public Hearing Notice

The **Committee on Transportation and Public Utilities** of the Council of the City of Philadelphia will hold a Public Hearing on **Tuesday, June 2, 2026**, at **2:00 PM**, in Room **400, City Hall**, to hear testimony on the following items:

251020.... An Ordinance amending Section 19-1604 of The Philadelphia Code, entitled "Charges Where Water Meter Has Become Defective," by authorizing the reduction of customer water bills due to defective or inaccurate water meters, under certain terms and conditions.

260426.... An Ordinance authorizing the Director of Aviation, on behalf of the City of Philadelphia, to modify a certain easement and acquire additional easement interests in connection with a portion of the parcel or parcels of land commonly known as 8350 Executive Avenue, under certain terms and conditions.

260427.... An Ordinance authorizing the Director of the Department of Aviation to acquire, on behalf of the City, fee simple title or a lesser interest by purchase, amicable negotiation, dedication, donation, condemnation, agreement in lieu of condemnation or otherwise, in and to all or portions of a certain parcel of land known as 8800 Tinicum Boulevard in Philadelphia County, under certain terms and conditions.

260428.... An Ordinance authorizing the Office of Transportation and Infrastructure Systems and the Procurement Commissioner, on behalf of the City, to execute separate multi-year concession agreements with It's Electric Inc. and Positive Energy Inc. in connection with a City electric vehicle charging program to site, design, install, own, operate and maintain a network of publicly available electric vehicle charging stations throughout the City at curbside locations and surface parking lots; amending Chapter 11-604 of The Philadelphia Code, entitled "Encroachments Upon and Obstructions of the Street" to provide for discontinued approval of Electric Vehicle Charger encroachments; and amending Title 12 , entitled "Traffic Code," to authorize the installation, use, administration and enforcement of electric vehicle parking spaces, provide for administrative enforcement of violations of electric vehicle parking violations, including camera-based enforcement and towing, all under certain terms and conditions.

260431.... An Ordinance authorizing the Procurement Commissioner, on behalf of the City, to enter into a concession agreement with Positive Energy Inc. for the procurement, construction, installation, operation, and maintenance of Direct Current Fast Chargers in the cell phone lot at Philadelphia International Airport, under certain terms and conditions.

260464.... An Ordinance authorizing the Procurement Department, on behalf of the City of Philadelphia, to enter into an agreement with the Philadelphia Energy Authority to purchase electricity and certain attributes and benefits related to the generation of such electricity from a solar energy facility to be built and owned by Reactivate, LLC, located at Northeast Philadelphia Airport for use at and in connection with City facilities, all under certain terms and conditions.

Immediately following the public hearing, a meeting of the Committee on Transportation and Public Utilities, open to the public, will be held to consider the action to be taken on the above listed items.

Copies of the foregoing items are available in the Office of the Chief Clerk of the Council, Room 402, City Hall.

City of Philadelphia

Public Hearing Notice

The **Committee on Streets and Services** of the Council of the City of Philadelphia will hold a Public Hearing on **Monday, June 1, 2026**, at 10:00 AM, in **Room 400**, **City Hall**, to hear testimony on the following items:

260164.... An Ordinance amending Section 12-701 of The Philadelphia Code, entitled "Designation of Bicycle Lanes," to authorize bicycle lanes and the removal of travel lanes on portions of Ridge Avenue, under certain terms and conditions.

260300.... An Ordinance amending Section 9-208 of The Philadelphia Code, entitled "Sidewalk Caf s," to authorize additional locations for sidewalk caf s, all under certain terms and conditions.

260378.... An Ordinance establishing parking regulations in the vicinity of: Lawrence street between Tabor road and Olney avenue; Sparks street between Front street and Mascher street.

260380.... An Ordinance amending Section 10-710 of The Philadelphia Code, entitled "Dumping of Debris and Short Dumping," to change the standard for determining violations, all under certain terms and conditions.

260383.... An Ordinance authorizing various encroachments in the vicinity of 2955 Market St, Philadelphia, PA 19104, under certain terms and conditions.

260384.... An Ordinance establishing a parking regulation on Acorn street between Hazelwood lane and Ridge avenue; Martin street between Mitchell street and Pechin street; N. 66th street between Haverford avenue and Media street; Rector street between Manayunk avenue and Terrace street; Lawnton street between Fountain street and Gorgas lane; Scotts lane between Ridge avenue to 3540 Scotts lane (Trestle).

260390.... An Ordinance amending Chapter 9-200 of The Philadelphia Code, entitled "Commercial Activities on Streets" to make certain changes to permissible locations for farmers' markets, all under certain terms and conditions.

260425.... An Ordinance authorizing various encroachments in the vicinity of 3601-7 N Broad St, Philadelphia, PA 19140, under certain terms and conditions.

260461.... An Ordinance amending Section 9-208 of The Philadelphia Code, entitled "Sidewalk Caf s," to authorize additional locations for sidewalk caf s, all under certain terms and conditions.

260463.... An Ordinance authorizing the revision of lines and grades on a portion of City Plan No. 120 by striking from the City Plan and vacating Cleveland Street from Girard Avenue northwardly to Stiles Street, striking from the City Plan and vacating Stiles Street from 18th Street westwardly to 19th Street, under certain terms and conditions.

260506.... An Ordinance regulating the direction of the movement of traffic on the 6500 block of Pine Ridge Road between Cheltenham Avenue and Fariston Drive, and removing the "No Parking Anytime" restriction on the 6500 block of Pine Ridge Road, all under certain terms and conditions.

260522.... An Ordinance amending Title 12 of The Philadelphia Code, entitled "Traffic Code," to designate East Memorial Hall Drive and West Memorial Hall Drive in Fairmount Park as one-way streets, under certain terms and conditions and authorize and/or empower the Department of Streets for the City of Philadelphia to take any and all necessary actions to enforce this Ordinance pursuant to Chapter 12-600 of The Philadelphia Code.

260524.... An Ordinance authorizing the revision of lines and grades on a portion of City Plan No. 120 by striking from the City Plan and vacating Cleveland Street from Girard Avenue northwardly to Stiles Street, and striking from the City Plan and vacating Stiles Street from 18th Street westwardly to 19th Street, under certain terms and conditions.

260532.... An Ordinance authorizing various encroachments in the vicinity of 1639 South 10th Street, under certain terms and conditions.

260533.... An Ordinance amending Section 9-208 of The Philadelphia Code, entitled "Sidewalk Caf s," to revise remedies and provide for enforcement of sidewalk caf s provisions, all under certain terms and conditions.

260535.... An Ordinance authorizing various encroachments in the vicinity of 2101 South 3rd Street, under certain terms and conditions.

Immediately following the public hearing, a meeting of the Committee on Streets and Services, open to the public, will be held to consider the action to be taken on the above listed items.

Copies of the foregoing items are available in the Office of the Chief Clerk of the Council, Room 402, City Hall.

Want fast cash?
Our Classified advertisers get great results. If you have merchandise to sell, place a classified ad.

HELP WANTED GENERAL | HELP WANTED GENERAL

Philadelphia Tribune Media Group Advertising Account Executive

About The Company: *The Philadelphia Tribune Media Group* is a prestigious, multi-media company and the nation's oldest, continuously published newspaper that serves the African- American community.

Job Summary: We have a unique opportunity for highly motivated sales professionals, who can drive sales through building and maintaining relationships with local and national businesses, effectively communicate the values of the newspaper audience, and create advertising solutions to help clients achieve their company goals and objectives. This individual will represent The Philadelphia Tribune and its newspaper, magazine and digital products. In your role, you will report directly to the Director of Advertising and work with a dynamic team of sales professionals. You will be representing a newspaper of unprecedented authority within the region's African American community.

Job Requirements:
• Generate new business by prospecting through cold calling, site visits, networking and lead follow-up to expand the advertising client base. Establish new relationships with national, regional, and local advertisers who can benefit from Tribune print and digital products and services.
• Meet monthly, quarterly, and annual revenue goals.
• Possess a valid driver's license and an insured motor vehicle.

Desired Qualifications:
• Sales and communication skills: Strong Business-to Business (B2B) sales experience with exceptional presentation and interpersonal skills.
• Minimum of three to five years sales experience (preferably B2B).
• Educational background: A bachelor's degree is often preferred, but relevant experience can also qualify candidates.
• A valid driver's license and clean driving record and access to an automobile is preferred
• Must be self motivated and have the ability to handle multiple and changing priorities.
• Experience working with advertising agencies and multicultural communities is a plus.

Qualified candidates should send their resume and cover letter to: Human Resources, *The Philadelphia Tribune Media Group*, 520 South 16th Street, Philadelphia, PA 19146 or fax : (215) 735-3612 or email to : *humanresources@phillytrib.com*. EOE

DRIVERS NEEDED

The *Philadelphia Tribune* Newspaper is looking for a motivated individual that is interested in earning $285 per week distributing our newspaper to stores, newsstands and vendors three days a week (Tuesday, Friday and Sunday) in our West Philadelphia area.

General requirements are a dependable vehicle, valid driver's license and registration, automobile insurance, must be reliable and self-motivated.

Qualified individuals should contact the Circulation Department at (215) 893-5786.

UNCLAIMED VEHICLE ON-LINE AUCTION

In Re: Petition to Sell Unclaimed Motor Vehicles

May 2026 Term No. 1114, 1113, 1112 & 1111

Pursuant to President Judge General Court Regulation No 96-1 and Joint General Court Regulation No. 98-2, an **Order was issued on May 13, 2026, to auction certain unclaimed motor vehicles on May 26, 2026, at 8AM (1114 & 1113) & May 28, 2026, at 8AM (1112 & 1111) on-line at www.aautoauction.com**. A complete list of the vehicles to be sold at these on-line auctions is available 24 hrs./day on-line at www.aautoauction.com or www.philapark.org.

Terms of Sale
All bidders must be preregistered. Registration can be done anytime by visiting aautoauction.com. Inspection begins, on-line, up to 48 hours prior to auction. The on-line auction begins at 8AM. Vehicles must be paid for in full by Credit/Debit Card only at time of sale. Including 8% sales tax & $72.00 title fee. Buyers are solely responsible for removing vehicles on the same day. Additional terms & conditions avail. on-line or avail. by mail/fax.

Call 215-683-9726 for further info.

Phila. Parking Authority **Phila Police Dept.**

Next Upcoming Sale Tuesday May 26, 2026
8AM
ASPITE AUTO AUCTION
WWW.AAUTOAUCTION.COM

AY-000109-L **215-335-4884**

PPA WEBSITE WWW.PHILAPARK.ORG

BIDS & PROPOSALS | BIDS & PROPOSALS

Request for Proposal
Universal Institute Charter School is seeking sealed bids for a vendor to provide food supplies to our schools for the 2026-2027 school year for 2500 scholars. Please visit our website https://www.universalfamilyofschools.org/universal-institute/ for more information.

Notice is hereby given that proposals will be accepted by the Philadelphia Housing Authority for Solicitation No. P-005502 **—Concrete and Asphalt Services.** Proposals are **due no later than 11:00 a.m. on June 22, 2026** at 2013 Ridge Avenue., Philadelphia, PA 19121. Late proposals will not be considered. Request for a copy of the solicitation should be directed to Jacquelyn.DiBruno@pha.phila.gov Interested parties can also visit www.pha.phila.gov and click on Business Opportunity for more details. PHA encourages minority, women-owned and Section 3 businesses to submit bids and participate in joint ventures.

Notice is hereby given that proposals will be accepted by the Philadelphia Housing Authority for Solicitation No. P-005498 —**Tree Removal Services**. Proposals are **due no later than 11:00 a.m. on June 15, 2026** at 2013 Ridge Avenue., Philadelphia, PA 19121. Late proposals will not be considered. Request for a copy of the solicitation should be directed to Jacquelyn.DiBruno@pha.phila.gov. Interested parties can also visit www.pha.phila.gov and click on Business Opportunity for more details. PHA encourages minority, woman-owned and Section 3 businesses to submit bids and participate in joint ventures.

HELP WANTED GENERAL | HELP WANTED GENERAL

Administrative Secretary

Job Type: Part-Time

About The Company: Since 1884 our mission has been to provide timely and compelling news that is informative and relevant to the African-American community. The Philadelphia Tribune Media Group is an award-winning, multi-media company and the nation's oldest, continuously published African American newspaper. The company also publishes print and digital versions of the Philadelphia Tribune, various community focused supplements and as well as producing events of interest that impact the African American community.

Job Summary: We have a unique opportunity for a highly organized, detailed oriented administrative secretary that will report directly to the President and Chief Executive Officer.

This individual will perform high-level secretarial and administrative support of a confidential nature including formatting reports and maintaining databases.

You will be representing a newspaper with an unprecedented legacy within the region's African-American community and also played a significant role in some of the most pivotal events within the last 100 years in African and American history.

Job Requirement:

- Performs secretarial and administrative assignments of a confidential nature
- Composes correspondence for internal and external communications
- Routine typing, editing, formatting reports and documents
- Performs mail merges using Excel spreadsheets
- Filing documents, as well as entering data and maintaining databases
- Observe the best business practices and etiquette
- Dress in business attire

Desired Qualifications:

- Formal qualification in office administration, secretarial work or related training
- Must be proficient with Microsoft Office Word and Excel
- Possess effective communication skills
- Possess excellent presentation skills

Qualified candidates should send their resume and cover letter to: Human Resources, The Philadelphia Tribune Media Group , 520 South 16th Street, Philadelphia, PA 19146 or email: humanresources @phillytrib.com or fax: 215.735.3612. EOE

The Philadelphia Tribune Media Group
520 South 16th Street
Philadelphia, PA 19146

Contact: Victor Smith-Human Resources Manager
Phone: 215.893.5758
Email: humanresources@phillytrib.com

Position: Part-Time Archive Associate
Days: Not Determined
Compensation: TBD

The Philadelphia Tribune Media Group, an award winning African-American newspaper is seeking individuals to process historical images. This includes sorting, categorizing, numbering, assigning subject categories and completing a catalog template for historical images housed in The Philadelphia Tribune Archives.

The selected people will be supervised by a professional archivist, will work with images, dating between the 1940s through the 1970s, that depict primarily African Americans in the Philadelphia and surrounding areas. The purpose of this project is to make these images available for research use by sorting, cataloging and preparing them for digitization.

Required: Enrolled as a student in a college or university, or a retired person preferably with some library cataloging skills. Basic computer skills using word and excel spreadsheets.

Preferred: interest in history, African American history, photojournalism, art, or archives.

HELP WANTED GENERAL | HELP WANTED GENERAL

Web Coordinator

Job Type: Full-Time

About The Company: Since 1884 our mission has been to provide timely and compelling news that is informative and relevant to the African-American community. *The Philadelphia Tribune Media Group is an award-winning*, multi-media company and the nation's oldest, continuously published African American newspaper. The company also publishes print and digital versions of the Philadelphia Tribune, various community focused supplements and as well as producing events of interest that impact the African American community.

Job Summary: We have a unique opportunity for a self-starter, with journalism and digital media experience, to manage the daily content of the Tribune website, update social media channels and coordinate with staff reporters and editors on planned digital content.

Essential Functions:

• Produce a minimum of one video a week for our digital platforms (website, YouTube, Instagram, Facebook and Tiktok

• Observe wire partners including Associated Press, CNN, The Washington Post and the New York Times for web content of interest of our readers and audience demographic that would aid in keeping content on the website timely and accurate

• Utilize Canva to make headline cards for reporters' stories posted to our social media platforms

• Provide general oversight of the website including identifying outdated stories that need to be updated or deleted, adjusting photos when dimensions are off

Desired Qualifications:

• Understand news judgment and best practices like AP Style

• Camera operation,lighting design, audio recording, and editing using software like capcut, Adobe Premier Pro or Final Cut Pro

• Must be adept in visual storytelling and creativity technical proficeiency in video production, adaptability and time management to meet deadlines

• Knowledge of various social media platforms such as Facebook, Instagram, Tiktok and YouTube.

• Competency with web based content management system

• Basic understanding og Google Analytics and data base management

• Ability to multi task and solve problems in order to meet customer needs and or issues

• Possess excellent presentation skills

If interested, please provide a cover letter and resume to the Human Resources Department or email to: humanresources@phillytrib.com

Newspaper Delivery Carrier (Independent Contractors)

The Philadelphia Tribune is looking for entrepreneurial individuals that are interested in earning extra cash to serve our subscriber base by distributing our award winning newspaper. This is an opportunity for you to be your own boss!

You must be familiar with the West Philadelphia or Germantown area.

You must be personable, detail oriented, and customer focused. You must have a valid driver's license, and proof of automobile insurance and registration.

If you are interested, you should call Cliff Leatherberry at 215-893-5712.

List of Recommended Changes

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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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 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

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**

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

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.

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Highlights of the Draft TIP

DELAWARE VALLEY
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PLANNING COMMISSION

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PUBLIC COMMENT PERIOD:

May 21, 2026 – June 22, 2026

Submit your comments:

by email: tip@dvrpc.org
or by mail:
TIP Public Comments
c/o DVRPC Office of Communications and Engagement
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

DRAFT

FFY 2027 Transportation Improvement Program for Pennsylvania (TIP)

Federal Fiscal Years 2027–2030

Commonwealth of Pennsylvania
Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, City of Chester

Highlights

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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

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

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

Title VI Compliance *The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related nondiscrimination mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed, color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.*

DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling 215-592-1800, or while registering for an upcoming meeting.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call 215-592-1800, or email public_affairs@dvrpc.org.

Last updated: January 2025

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Chapter 1:

General Overview

This document, the Highlights of the Draft FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania, presents a summary overview of the full Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A). Additional information such as appendices can be found in the Draft FFY 2027 TIP for Pennsylvania document.

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC Federal Fiscal Year (FFY) 2027 TIP for Pennsylvania (FFY27–FFY30). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four FFYs of programming as required by federal law. This document, referred to as the Draft FFY 2027 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the FFYs from 2027 to 2030 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The Draft DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the Interstate Management Program [IMP]), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of close to $2.05 billion per year. Programmed funds include over $2.8 billion for multimodal projects primarily addressing the non-Interstate Highway System and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of just over $3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals over $4.3 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as "FHWA-funded" and will refer to transit projects as "FTA-funded." While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either "highway" or "transit" by PennDOT. To remain consistent with guidance from PennDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to "Highway" and "Transit" projects.

TIP Highlights

Projects listed in the TIP are intended to align with and advance the vision and goals of the *Update: Connections 2050* Long-Range Plan for Greater Philadelphia and to help achieve FHWA and FTA

Transportation Performance Management (TPM) performance measure targets. New projects are evaluated with the Plan-TIP Project Evaluation Criteria, as described later in this document.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117–58, also known as the "Bipartisan Infrastructure Law" (BIL). The IIJA or BIL was signed into law on November 15, 2021, and is set to expire on September 30, 2026. It provides funding for investment in infrastructure over FFY22–FFY26. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America's Surface Transportation (FAST) Act, or Public Law 114–94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to roads and bridges, public transit, safety, bicycle and pedestrian, freight and intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

What the Draft TIP Includes

The Draft TIP document has been divided into multiple sections. A general overview of the TIP and the TIP development process is included, which is intended to clarify what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the Pennsylvania programs, a description of the TIP public involvement process, an explanation of the mapping application and project listings, and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report.

At the end of the document (Publication Number 27002A), there are eight appendices: (A) Acknowledgement of Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding, (E) Title VI And Community Impact Analysis, (F) Title VI Policy Statement and Complaint Procedures, and (G) Acknowledgement of Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FFY 2027 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.

Accessing the TIP Through Various Technologies

The Internet

The TIP is found on the DVRPC website, where it is possible to search for the Draft FFY 2027 TIP for Pennsylvania and previous TIPs from the DVRPC homepage or the TIP website. The website includes an

interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there is also a way to submit comments on projects or the program. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code

DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using a smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open the DVRPC TIP web page. The DVRPC TIP QR Code symbol is shown here.

Scan the QR code with a smartphone for up-to-date information on DVRPC's TIP, or visit www.dvrpc.org/TIP.

DVRPC Office and Public Libraries

Hardcopies of the Draft TIP are available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the Draft TIP is available at www.dvrpc.org/TIP/Draft.

Table 1: Libraries Displaying the Draft DVRPC FFY 2027 TIP for Pennsylvania

Bucks County		
Bucks County Free Library – Bensalem 3700 Hulmeville Road Bensalem, PA 19020	**Bucks County Free Library – Doylestown** 150 South Pine Street Doylestown, PA 1801	**Indian Valley Public Library** 100 East Church Road Telford, PA 18969
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	**Margaret R. Grundy Memorial Library** 680 Radcliffe Street Bristol, PA 19007	**Riegelsville Public Library** 615 Easton Road Riegelsville, PA 18077
Warminster Township Library 1076 Emma Lane Warminster, PA 18974		

Chester County

Atglen Public Library 121 Main Street Atglen, PA 19310	**Chester County Public Library – Paoli** 18 Darby Road Paoli, PA 19301	**Coatesville Area Public Library** 501 East Lincoln Highway Coatesville, PA 19328
Honey Brook Community Library 687 Compass Road Honey Brook, PA 19344	**Kennett Library** 320 East State Road Kennett Square, PA 19348	**Parkesburg Library** 105 West Street Parkesburg, PA 19365
West Chester Public Library 415 Church Street West Chester Borough, PA 19380		

Delaware County

Collingdale Public Library 823 Macdade Boulevard Collingdale, PA 19023	**Haverford Township Free Library** 1601 Darby Road Havertown, PA 19083	**J. Lewis Crozer Library** 620 Engle Street Chester, PA 19013
Marple Public Library 2599 Sproul Road Broomall, PA 19008	**Middletown Free Library** 464 South Old Middletown Road Media, PA 19063	**Newtown Public Library** 201 Bishop Hollow Road Newtown Square, PA 19073
Norwood Public Library 513 Welcome Avenue Norwood, PA 19074	**Prospect Park Free Library** 720 Maryland Avenue Prospect Park, PA 19076	**Rachel Kohl Community Library** 687 Smithbridge Road Glen Mills, PA 19342
Radnor Memorial Library 114 West Wayne Avenue Wayne, PA 19087	**Ridley Park Public Library** 107 East Ward Street Ridley Park, PA 19078	**Sharon Hill Public Library** 246 Sharon Avenue Sharon Hill, PA 19079
Swarthmore Public Library 121 Park Avenue Swarthmore, PA 19081	**The Helen Kate Furness Free Library** 121 Park Avenue Swarthmore, PA 19081	**Tinicum Memorial Public Library** 620 Seneca Street Essington, PA 19029

Upper Darby Township/Sellers Library 76 South State Road Upper Darby, PA 19082	**Yeadon Public Library** 809 Longacre Boulevard Yeadon, PA 19050	

Montgomery County

Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003	**Cheltenham Township Library – Elkins Park** 563 Church Road Elkins Park, PA 19027	**Cheltenham Township Library – Glenside** 215 South Keswick Avenue Glenside, PA 19038
Cheltenham Township Library - La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	**Norristown Public Library** 1001 Powell Street Norristown, PA 19401	**Pottstown Regional Public Library** 500 East High Street Pottstown, PA 19464
Springfield Township Library 8900 Hawthorne Lane Wyndmoor, PA 19038		

Philadelphia

Free Library of Philadelphia – Parkway Central 1901 Vine Street Philadelphia, PA 19103	**Joseph E. Coleman Northwest Regional Library** 68 West Chelten Avenue Philadelphia, PA 19144	**Library for the Blind and Physically Handicapped** 1500 Spring Garden Street #230 Philadelphia, PA 19130
Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149	**Philadelphia City Institute Library** 1905 Locust Street Philadelphia, PA 19103	**Philadelphia Free Library – Independence Branch Library** 18 South 7th Street Philadelphia, PA 19106
Philadelphia Free Library – Lucien E. Blackwell Branch 5543 Haverford Avenue Philadelphia, PA 19139	**Ramonita G. De Rodriguez Library** 600 West Girard Avenue Philadelphia, PA 19123	

Source: DVRPC, 2026

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-PA region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the IIJA/BIL. The projects cover all modes of transportation; in addition to FHWA-funded and FTA-funded projects, the TIP also includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered "Later Fiscal Year" (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in the TIP document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in the TIP document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FFY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in need or priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state funding agencies want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its eligibility for federal funding.

How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the Plan. The Long-Range Plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The Plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

Although all projects included in the TIP must be consistent with the Long-Range Plan, projects that add capacity for single-occupancy vehicles (SOVs) must meet further federal requirements in an air quality non-attainment region, such as the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, *Update: Connections 2050*, visit www.dvrpc.org/Plan.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. Long-Range Plan projects in the Draft DVRPC FFY 2027 TIP for Pennsylvania are a subset of the regionally significant projects contained in the Long-Range Plan.

The TIP and the Plan are tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), and fine particulate matter ($PM_{2.5}$) emissions are less than any applicable budgets or baseline established for all analysis years. An acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix D in the TIP document. A complete description of the conformity procedures can be found on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

How is the TIP Funded?

The major funding source for the projects in the TIP is the IIJA/BIL, which is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, funds are made available by the states of Pennsylvania and New Jersey to match federal funding in varying ratios and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding approaches are constantly being sought.

Who Are the Players?

Various agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies comprising the "Pennsylvania Subcommittee of the Regional Technical Committee (RTC)," which is commonly referred to as the "PA TIP Subcommittee." Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

What is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from PennDOT, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, FTA, and representatives of DVRPC's city and county member governments and Public Participation Task Force. For the Draft DVRPC FFY 2027 TIP, the process commenced during the late summer of 2025 with a review of current conditions of the transportation network. The review of costs and schedules of FFY 2027 TIP projects commenced in the fall of 2025, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By the end of March 2026, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 12 years (FFY27–FFY38), performance-based planning and programming metrics, Title VI and Community Analysis of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the end of March 2026, the Subcommittee arrived at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity. DVRPC has opened a 30+-day public comment period, in which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2026. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FFY 2027 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2026, and will replace the DVRPC FFY 2025 TIP and PennDOT FFY 2025 STIP.

How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems to help meet federal performance measure targets. Some are identified through state or regional competitive programs, or projects may come from additional discretionary funds to the region. Securing funding on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways that a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs, analyses, previous studies, and resident complaints and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects as part of the major TIP "Update," the local proposals are, in turn, reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state levels in much the same way.

FTA-funded transit projects are developed through each transit operator's Transit Asset Management (TAM) Plan, which identifies state-of-good-repair needs and capital priorities over a multiyear horizon. These TAM-driven projects form the basis of the agency's capital program.

Each TIP update, transit agencies submit their proposed capital projects to the Pennsylvania TIP Subcommittee as part of the TIP development process. The Subcommittee reviews transit submissions to ensure consistency with the TAM plan, available federal funding, and regional planning priorities. Once approved, the projects are incorporated into the Draft Regional Transportation Improvement Program (TIP).

For SEPTA specifically, the transit projects shown on the TIP are the same projects identified in SEPTA's annual Capital Budget. This ensures alignment between federal funding programs, regional planning requirements, and the agency's internal capital investment planning.

Once each county and operating agency has developed its own lists of projects and priorities, they are brought to DVRPC, where the PA TIP Subcommittee reviews them. The PA TIP Subcommittee seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to ensure consistency among projects and with the region's goals. The RTC, which is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine the TIP projects. After considering the recommendations of the RTC and the comments received from the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It Is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state department of transportation (DOT) or transit operator and, in some cases, a county or city.

FHWA-funded projects typically proceed in phases (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues, engineering obstacles, financial constraints, and community concerns. Tracking each project's progress is important to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized" or "obligated") for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

How Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit agency managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Residents are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional levels. Finally, once a project is on the TIP and it enters the Preliminary Engineering phase, the PennDOT Connects and detailed environmental review processes afford further opportunities for the public to offer input.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, advocacy organizations, partnering agencies, and residents are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items or any other general questions or concerns. DVRPC's website provides a wide array of information and interactive mapping. Materials are available as hardcopies at DVRPC's office, as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups have the opportunity to comment on the Draft DVRPC FFY 2027 TIP for Pennsylvania before it is officially adopted by the DVRPC Board. At a minimum, DVRPC will conduct a 30+–day public comment period and hold one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FFY 2027 TIP are available online at www.dvrpc.org/TIP/Draft.

After the TIP is adopted and approved, monthly maintenance of the TIP, known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the FFY. The modification process is in place to assist this effort to provide necessary funding for projects that are in the TIP. The MOU in Appendix C of the TIP specifies different types of Amendments and Modifications that would require DVRPC, PennDOT, PART, SEPTA and/or federal approvals. All TIP documents (Adopted/Current, and Prior-Year TIPs) are viewable on DVRPC's website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/Board.

Chapter 2:

Program Summaries

The Draft DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the IMP), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of $2.05 billion per year. Programmed funds include over $2.8 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of just over $3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals over $4.3 billion. Table 2 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania statewide IMP funding for the DVRPC region. Table 3 and Table 4 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the FHWA-funded and FTA-funded program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania ($000)

	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	72,671	109,542	117,780	83,818	**383,811**
Chester County	133,731	132,744	157,664	174,686	**598,825**
Delaware County	55,347	54,511	68,011	66,955	**244,824**
Montgomery County	134,079	65,757	64,632	49,508	**313,976**
Philadelphia County	425,350	171,992	105,691	102,682	**805,715**
Various Counties	105,405	181,642	106,027	104,105	**497,179**
Regional Highway Program Subtotal	**926,583**	**716,188**	**619,805**	**581,754**	**2,844,330**
Interstate—Delaware County	10,171	2,500	40,000	20,000	**72,671**
Interstate—Montgomery County	21,500	25,000	60,000	70,000	**176,500**
Interstate—Philadelphia County	209,346	232,010	179,573	192,657	**813,586**
Interstate Program Subtotal Cost	**241,017**	**259,510**	**279,573**	**282,657**	**1,062,757**
Regional Highway and Interstate Program Subtotal	**1,167,600**	**975,698**	**899,378**	**864,411**	**3,907,087**
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	15,750	0	0	0	**15,750**
PART	3,172	4,304	3,969	3,741	**15,186**
SEPTA	1,167,433	801,942	824,182	1,488,134	**4,281,691**
Transit Program Subtotal	**1,186,355**	**806,246**	**828,151**	**1,491,875**	**4,312,627**
Grand Total Cost of TIP	**2,353,958**	**1,781,946**	**1,727,526**	**2,356,285**	**8,219,715**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled

Table 3: Cost by Regional TIP and Interstate Management Program Funding Category ($000)

Fund Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
Bridge State	41,546	40,693	39,566	40,144	161,949	351,607	513,556
Bridge State IMP	4,701	15,280	3,400	5,000	28,381	14,714	43,095
Highway State	79,044	61,767	63,363	67,491	271,665	776,779	1,048,444
Hwy State IMP	17,871	9,572	2,377	0	29,820	8,554	38,374
ATIIP	0	6,503	0	0	6,503	0	6,503
Bridge Off	18,863	18,863	18,863	18,863	75,452	208,760	284,212
BRIP	44,362	44,362	44,362	44,362	177,448	354,896	532,344
BRIP-Interstate	23,636	23,636	0	0	47,272	15,842	63,114
CAQ	43,037	43,037	43,037	43,037	172,148	344,296	516,444
CFI	9,515	0	0	0	9,515	0	9,515
CRP	2,723	2,619	2,619	2,619	10,580	20,952	31,532
CRPU	11,006	10,955	11,006	11,006	43,973	87,591	131,564
FLEX	17,083	17,083	17,083	17,083	68,332	136,664	204,996
HSIP	23,472	23,471	23,472	26,800	97,215	187,776	284,991
HVRU	0	20	3,064	9,969	13,053	0	13,053
LOC	176,473	34,327	25,840	6,862	243,502	43,769	287,271
MEGA	0	78,000	0	0	78,000	0	78,000
NFP-Interstate	0	0	60,360	0	60,360	120,720	181,080
NHPP	85,883	77,602	77,602	77,602	318,689	1,278,099	1,596,788
NHPP-IMP	185,167	211,022	214,283	277,657	888,129	1,856,025	2,744,154
Other	10,000	0	0	0	10,000	0	10,000
Private	25,000	0	0	0	25,000	0	25,000
PRTDG	13,539	0	0	0	13,539	0	13,539
RACP	0	4,425	0	0	4,425	0	4,425
RAISE	51,672	23,300	0	0	74,972	0	74,972
sCRP	0	0	4,585	0	4,585	0	4,585
sHSIP	5,559	12,600	4,610	287	23,056	0	23,056
sHVRU	3,688	11,746	8,074	333	23,841	0	23,841
SPK-FD	0	0	0	0	0	10,000	10,000
SPK-NHPP	36,000	20,000	50,000	60,000	166,000	10,000	176,000

SS4A	49,555	0	0	0	49,555	0	49,555
sSTP	0	0	1,315	0	1,315	0	1,315
STP	29,488	29,420	29,420	29,420	117,748	259,957	377,705
STU	93,514	93,514	93,514	93,514	374,056	1,774,864	2,148,920
SXF	8,547	3,519	0	0	12,066	0	12,066
TAU	8,762	8,762	8,762	8,762	35,048	70,096	105,144
TPK	47,897	49,600	48,800	23,600	169,897	0	169,897
Highway Subtotal	**1,167,603**	**975,698**	**899,377**	**864,411**	**3,907,089**	**7,931,961**	**11,839,050**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled

Table 4: Cost by Transit TIP Funding Category ($000)

Fund Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
1513	2,073	2,370	2,333	2,408	**9,184**	0	**9,184**
1514	501,684	431,983	451,304	469,446	**1,854,417**	4,299,710	**6,154,127**
5307	267,096	141,992	149,665	150,679	**709,432**	1,413,485	**2,122,917**
5337	187,395	192,080	196,882	201,804	**778,161**	1,732,286	**2,510,447**
5337 (PennDOT)	10,600	0	0	0	**10,600**	0	**10,600**
5339	8,562	8,776	8,995	9,220	**35,553**	97,239	**132,792**
5339 (c)	43,000	0	0	0	**43,000**	0	**43,000**
BUILD	25,000	0	0	0	**25,000**	0	**25,000**
CPF	1,332	0	0	0	**1,332**	0	**1,332**
FLEX	78,009	0	0	0	**78,009**	0	**78,009**
sSTP	2,000	0	0	0	**2,000**	0	**2,000**
SXF	500	0	0	0	**500**	0	**500**
LOC	44,227	18,531	16,051	19,502	**98,311**	170,427	**268,738**
Other	0	0	2,919	638,815	**641,734**	3,635,983	**4,277,717**
PTAF 44	11,727	10,516	0	0	**22,243**	0	**22,243**
341	3,150	0	0	0	**3,150**	0	**3,150**
Transit Subtotal	**1,186,355**	**806,248**	**828,149**	**1,491,874**	**4,312,626**	**11,349,130**	**15,661,756**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled

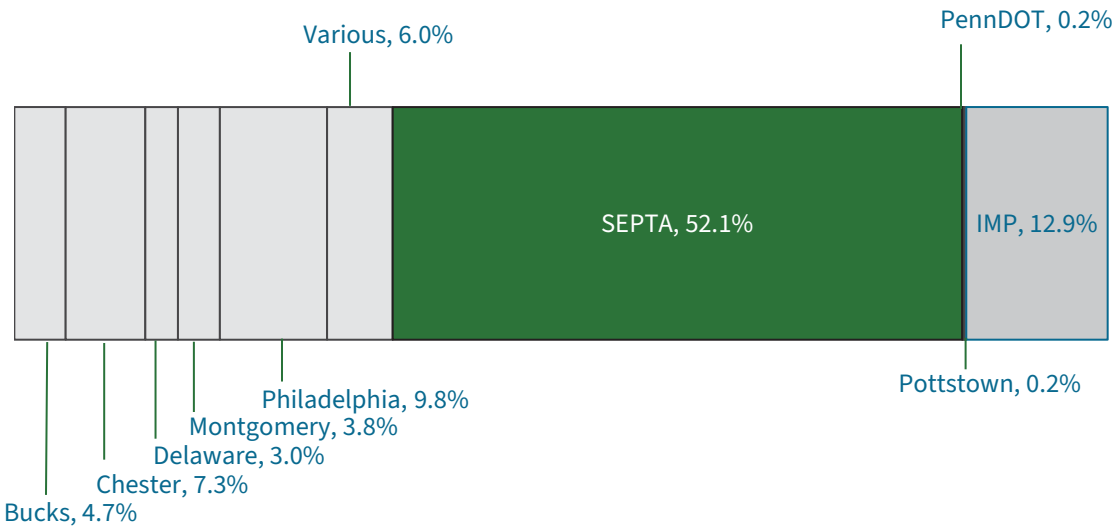
Table 5: Grand Total Highway and Transit Program

Program	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
Highway	1,167,603	975,698	899,377	864,411	**3,907,089**	7,931,961	**11,839,050**
Transit	1,186,355	806,248	828,149	1,491,874	**4,312,626**	11,349,130	**15,661,756**
DVRPC Total	**2,353,958**	**1,781,946**	**1,727,526**	**2,356,285**	**8,219,715**	**19,281,091**	**27,500,806**

Source: DVRPC 2026

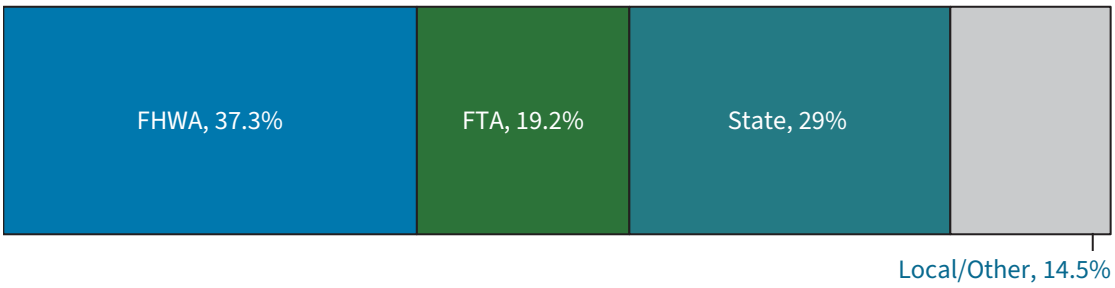
Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled

Figure 1: FFY27-FFY30 Cost Summary by County and Transit Operator in Pennsylvania ($000)



Source: DVRPC, 2026

Figure 2: FFY27-FFY30 Cost Summary by Funding Source in Pennsylvania ($000)



Source: DVRPC, 2026

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation, signed into law on November 15, 2021. The IIJA/BIL expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

The IIJA/BIL included a five-year, $351 billion authorization of highway and bridge programs nationally, with transit programs receiving $91 billion. It also included $110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another $118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the Draft FFY 2027 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects, and to include additional eligible improvements that enhance pedestrian safety.

Statewide IMP and Asset Management

Statewide, federal, state highway, and state bridge funding has continued to be directed to the IMP, as was the case with the previous three TIPs. Prior to the FFY 2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at $370 million annually. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was $1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, led PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law.

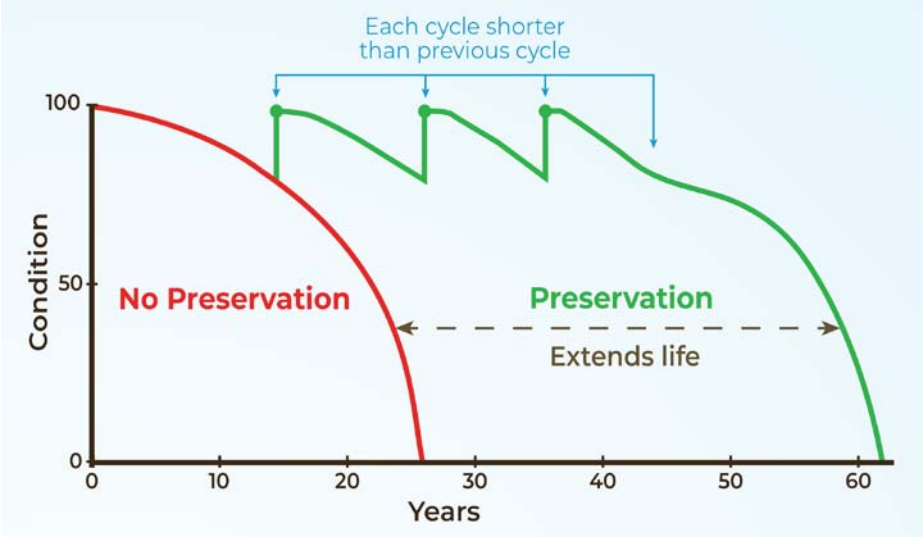
To achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-

life-cycle cost (LLCC) approach. States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. Figure 3 provides a conceptual illustration of the LLCC process.

The IMP seeks to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funding for the IMP is managed statewide. PennDOT's Financial Guidance (Appendix B in the TIP document) indicates that $4.354 billion would be distributed (statewide) to projects in the IMP over the four years of FFY27 to FFY30 for an average of approximately $1.088 billion per year. This includes $241 million of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of $4.833 billion programmed in the Draft IMP over the four years of FFY27 to FFY30.

DVRPC has 19 IMP projects totaling over $1.047 billion programmed during the FFY27–FFY30 time period, accounting for 24% of programmed statewide IMP funds. Those highway and bridge projects, for I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

Figure 3: LLCC



Financial Constraint

Prior to the beginning of each TIP update, PennDOT develops estimated resources, or Financial Guidance, for use by DVRPC and the other MPOs and RPOs. The Financial Guidance establishes highway (FHWA and

state) and transit (FTA and state) funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance describes how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix B of the TIP document. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts that are actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FFY 2025 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the Commonwealth's TAMP. This factor considers the different levels of cost incurred to repair different types of assets (e.g. surfaced treatment milling costs less than a full-depth reconstruction, and a low-level asset has a different repair cost than a limited access highway). See pages 2-7 in the PennDOT Financial Guidance in Appendix B of the TIP document for additional details and explanation of the funding formulas for the various categories of funds.

The Draft DVRPC FFY 2027 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FFY27–FFY30) constrained period of the TIP. Project phases appear in these LFYs because it may take several years before the phase can advance due to either the technical effort that needs to be completed or the funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FFY30–FFY38) do not technically have available or committed funding and cannot be federally authorized per federal regulation since they fall outside of the four-year TIP period. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the Draft FFY 2027 TIP does show a financially constrained 12-year program from FFY27–FFY38, using assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a transit Financial Capacity Analysis, showing the agency can maintain its existing operations, as well as take on the new capital projects and new services.

SEPTA certifies its financial capacity annually as part of the FTA Certifications and Assurances process. In addition, FTA conducts triennial reviews of SEPTA's compliance in 23 different areas, including Financial Management and Capacity. The final report for the 2024 Triennial Review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. The next Triennial Review will be in 2027. SEPTA is in good/fundable standing with FTA requirements for Financial Management and Capacity.

This documentation is on file with the transit operator and with FTA. SEPTA's updated Financial Capacity Analysis is included in the Draft FFY 2027 TIP document, publication number 27002A (see Appendix B).

Constraining the Draft FFY 2027 TIP

The TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding to the region must be identified. Consequently, there is competition between projects for inclusion in the TIP.

A total of 260 highway and bridge projects were carried over from the FFY 2025 TIP. One hundred-sixty projects that were on the FFY 2025 TIP have been let for construction, are expected to obligate funds, or were removed for other reasons. This information was provided in working meetings of the PA TIP Subcommittee, verifying the accuracy of milestones recorded in PennDOT's Multimodal Project Management System (MPMS).

In general, all projects have had cost increases related to inflation and increased costs of construction materials. The following projects represent some of the largest cost increases in the draft TIP, compared to the FFY 2025 TIP:

- MPMS #86939 - US 202/PA 611 (Doylestown Bypass) Preventative Maintenance - $20M increase
- MPMS #93446 - US 1 Corridor Improvement Frontage Road (RC3) - $22M increase
- MPMS #14580 - US 1 Expressway Reconstruction: PA 472 to PA 896 - $54M increase
- MPMS #14581 - US 1 Expressway Reconstruction: PA 896 to PA41 - $101M increase
- MPMS #15251 - US 1 and PA 352 Interchange, Intersection, and Roadway Improvements - $96M ($76M ROW/ $20M CON) increase

After carrying projects from the FFY 2025 TIP and accounting for increased project costs, the PA TIP Subcommittee conducted several meetings in November and December 2025 to assess the new bridge and ITS preservation projects proposed by PennDOT District 6 and reached consensus on a portfolio of projects within the budgetary constraint. This included the need to defer or partially defer over $2 billion of construction costs to the Long-Range Plan for several large projects to maintain fiscal constraint.

The following projects have had their construction phase fully or partially deferred to the Long-Range Plan:

Bucks County:
MPMS #93446 – US 1 Improvements Frontage Corridor Road (RC3)

Chester County:
MPMS #11307 – US 1 Expressway Reconstruction: PA/MD Line to PA 472
MPMS #87781 – US 30 Eastern (CER)

Delaware County:

MPMS #15251 – US 1 and PA 352 Interchange, Intersection, and Roadway Improvements (Note: ROW phase has also been deferred)

Montgomery County:
MPMS #82074 – Belmont Railroad
MPMS #48187 – Henderson Gulph Road Widening

City of Philadelphia:
MPMS #57902 – Citywide 3 R Betterments (Contract 113)
MPMS #81219 – 25th Street: Washington Avenue to Passyunk Avenue
MPMS #87784 (IMP) – Aramingo/Harbison: Church Street to Amtrak (Section BS3)

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 3:

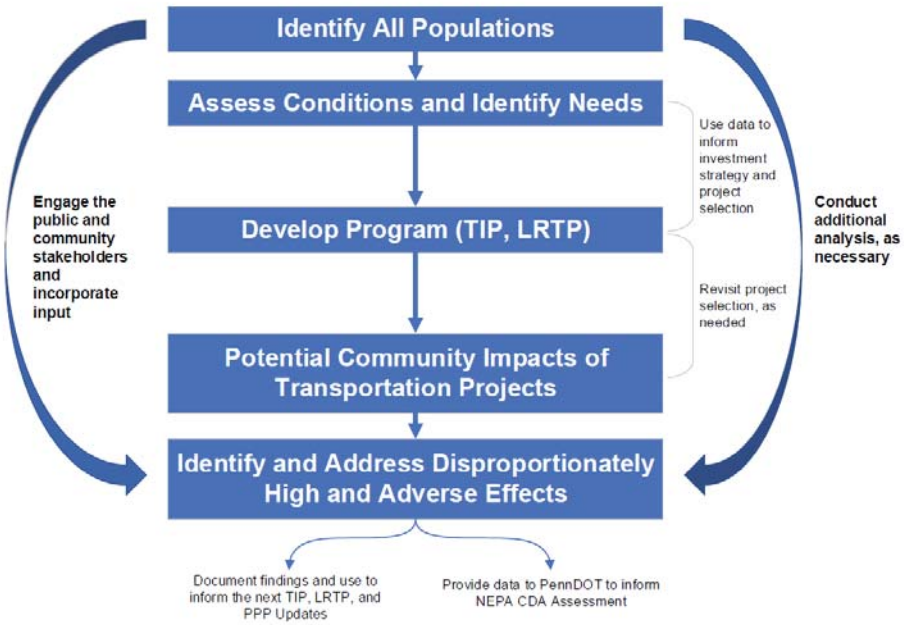
Title VI and Community Impact Analysis

As the region's MPO, DVRPC is mandated to ensure non-discrimination in all its programs and projects, including the TIP. This chapter reviews regional population data, transportation asset conditions, and programmed investments to help ensure all communities have access to transportation benefits and are not negatively affected by projects.

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal nondiscrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance". Additional guidance from FTA and FHWA encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

In addition to federal guidance, DVRPC also follows guidance from PennDOT and the Commonwealth of Pennsylvania, which helps to identify and evaluate transportation impacts on all communities. Figure 4 outlines the key steps of the Community Demographic Assessment Framework according to this guidance.

Figure 4: PennDOT Community Demographic Assessment Framework in Transportation Planning



Source: PennDOT, 2025

The programming process that DVRPC facilitates during TIP updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and that adverse impacts are avoided or mitigated as feasible. In addition to Title VI, TIP programming considers:

- Ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives
- Distributing resources to different geographic areas
- Supporting federal performance-based planning and programming measures
- Balancing different transportation modes and project types
- Satisfying eligibility requirements of various funding sources (e.g., HSIP versus CMAQ)
- Staying within the constraints of the level of transportation funding that the region expects to receive

Program Investment and Community Impact Analysis

Evaluation of Geographic Allocation of Investments

Although many projects were excluded from the analysis due to their inability to be geographically mapped, conducting Geographic Information Systems (GIS) analysis is a best practice for evaluating the spatial distribution of TIP investments. A 50-foot buffer was applied to the mapped projects (points and lines) to help determine which communities are included or excluded from TIP investments.

To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2020-2024 five-year estimates data, maps these populations in each of the census tracts in the region, and generates a score, which is then used to ensure plans meet Title VI nondiscrimination requirements.

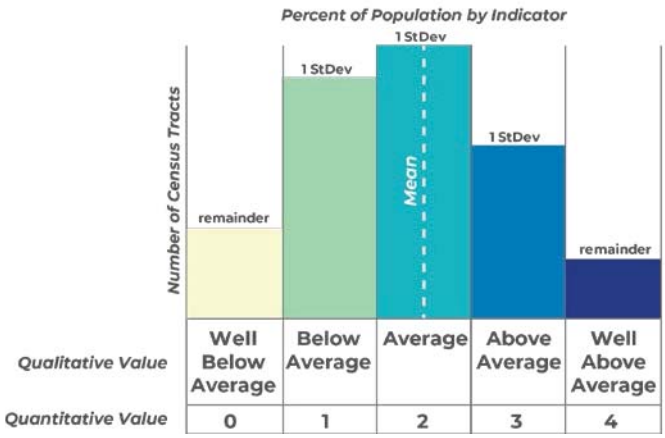
Based on the legal statute referenced at the beginning of this chapter, the Title VI analysis currently includes nine protected population groups:

- People of Color
- Ethnic Minority
- Low-Income
- Foreign-Born
- Limited English Proficiency
- Disabled
- Older Adults
- Female
- Youth

The score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the populations covered under Title VI and are present in every census tract in the region. The data for each of the indicators in this analysis are split into five bins: well below average (score of 0); below average (score of 1); average (score of 2); above average (score of 3); and

well above average (score of 4). See Figure 5 below. A summary score of all nine indicators for each census tract (ranging from 0-36) is used to show regional concentrations of populations of interest under Title VI.

Figure 5: Title VI Compliance Tool Scoring Methodology



Source: DVRPC, 2026

Please visit www.dvrpc.org/webmaps/titlevi/ for further details about the Title VI Compliance Tool for the Greater Philadelphia Region.

Table 6 illustrates the investment distribution of 255 mappable projects with funding totaling slightly more than $12 billion over a 12-year period (FY27-FY38) for the Draft DVRPC FFY 2027 TIP for Pennsylvania. The mappable projects are organized by individual indicator scores for concentrations of low-income and Title VI protected classes.

Table 6: TIP Economic Investment Distribution (FFY27-FFY38)

Population	Cost (In Thousands)	Percentage of Investment (mappable projects only)*
Low-Income (Score)		
Well below average (0)	$ -	0.0%
Below Average (1)	$ 2,429,867	19.7%
Average (2)	$ 4,803,659	38.9%
Above Average (3)	$ 1,543,789	12.5%
Well Above Average (4)	$ 3,462,284	28.0%
All Indicators (Score)		
Well below average (0-7)	$ -	0.0%
Below Average (8-14)	$ 504,742	4.1%
Average (15-21)	$ 8,060,074	65.3%
Above Average (22-28)	$ 3,196,822	25.9%
Well Above Average (29-36)	$ 477,962	3.9%

Total Number of Mappable Projects	Total 12-Year Cost (FY27 – FY38) ($000)	Percentage of Total Investment
255	$ 12,350,410	44.9%
Total Number of Unmappable Projects	**Total 12-Year Cost (FY27 – FY38) ($000)**	**Percentage of Total Investment**
89	$ 15,150,394	55.1%
Total Number of Projects (mappable and unmappable)	**Total 12-Year Cost (FY27 – FY38) ($000)**	**Percentage of Total Investment (mappable and unmappable)**
344	$ 27,500,804	100%

Source: DVRPC, 2026
** Note that the percentage of investment for mappable projects in the five bins used in the Title VI Compliance Tool do not add up to 100% due to four mapped projects located in census tracts without any measurable Title VI indicators.*

Potential Impacts Based on Project Type

According to the United States Department of Transportation (U.S. DOT), "adverse impacts" from transportation projects may include, but are not limited to, noise, water pollution, soil contamination, a denial of or a reduction in transportation services, increased difficulty in raising children in a safe and stable environment, and destruction of community cohesion, safety, or economic vitality.

The U.S. DOT also encourages transportation agencies to maximize benefits afforded by transportation investments, including "economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy" (Duffy 2025, p. 2).

DVRPC assigns a primary project type for each TIP project based on its project description and assigns project types into three levels of potential impact: high, medium, and low, as shown in Table 7.

Table 7: TIP Project Type and Potential Impacts

Project Type	Potential Impact Level
• New Right-of-Way Roadway • Roadway Expansion	• Projects of concern: High potential for adverse impacts
• Roadway and Bridge Maintenance • Bridge Repair or Replacement • Roadway New Capacity (minor) • Roadway Rehabilitation	• Low potential for adverse impacts or is potentially beneficial
• Transit Improvements • Bike/Pedestrian Improvements • Signal/ITS Improvements • Streetscape • Intersection/Interchange improvements • Local County & Municipal Aid • Safety • Studies	• Lowest potential for adverse impacts or is inherently beneficial

Source: DVRPC, adapted from the Alan M. Voorhees Transportation Center at Rutgers University, 2025

Community Impact Analysis Results

The impact analysis results in Table 8 indicate that the majority of funds programmed in the Draft FFY 2027 TIP for Pennsylvania support projects that do not have a high potential for adverse impacts on nearby communities. The 19 projects categorized in the analysis as "Projects of Concern" represent 5.2% of total projects and 4.6% of total programmed investment in this TIP, along with any projects in the "Other" category where impact is unknown.

There are 19 projects classified in the "Projects of Concern" category, which consists of "Roadway New Capacity" projects. Projects within this category, while they may also provide benefits in terms of reduced travel time and increased access to opportunities, are considered to have a higher potential for adverse impacts such as noise, pollution, and destruction of community cohesion. Therefore, DVRPC works with regional planning partners to ensure that such impacts are addressed. For example, one project falling under this category is the U.S. 322 project from Featherbed Lane to Chelsea Parkway. This project involves widening and improving U.S. 322 to a four-lane typical section with a grass median in Delaware County. Due to the project's expansion of single-occupancy vehicle facilities, DVRPC continues to work with PennDOT, SEPTA, The Delaware County Transportation Management Association (DCTMA), and local stakeholders to implement strategies to complement the additional roadway capacity and mitigate community impacts as a part of the Congestion Management Process (CMP). These strategies include reconstructing the intersection of U.S. 322 and Creek Parkway/Bethel Commercial Road to implement new adaptive traffic signals, adding sidewalks along U.S. 322 northbound from Creek Parkway to Chelsea Parkway to enhance pedestrian accommodations, and coordinating with SEPTA on access and placement of bus stops at various intersections to increase transit access.

Over 80% of the programmed funds have a "low" or "lower" potential for adverse impacts, with over 60% of those funds supporting "inherently beneficial" projects. "Inherently beneficial" projects provide benefits such as safety improvements, community enhancement, and congestion relief with low potential for the adverse impacts noted above.

There are 308 projects in the "Lower" and "Low" potential for adverse impact/inherently beneficial categories. The following are examples of inherently beneficial projects:

- The North Delaware Riverfront Greenway Section 3 (MPMS #79832) project will expand trail infrastructure.
- The I-95 Noise Abatement project (MPMS #108910) will evaluate and implement noise abatement measures along I-95 between U.S. 322 and I-476 in the City of Chester and Chester Township, Delaware County.
- The 5th Street Improvements project (MPMS #118035) will design and construct complete street improvements, and the Spring Garden Connector project (MPMS #118034) will develop a complete street design to better and more safely accommodate all road users.
- The 25th Street: Washington Avenue to Passyunk Avenue project (MPMS #81219) will restore the roadway and provide street lighting, intersection improvements, and bicycle infrastructure to improve roadway conditions and safety.

- The DeKalb Street Two-Way Reconstruction project (MPMS #118032) in Norristown, Montgomery County, will reconstruct a critical roadway, provide operational and safety improvements, and offer pedestrian amenities.
- The Hulmeville Road & Brown Avenue Intersection Improvement project (MPMS #81295) will provide operational and safety improvements at a high-volume intersection in Bensalem Township, Bucks County.

TIP projects categorized as "Other" are often programs that set aside funding for a subset of projects without specific geographic locations or that include funding not yet committed to specific projects at the time of TIP development. Some examples of projects categorized as "Other" include Regional GIS Coordination, Travel Monitoring, Transportation Systems Management and Operations, and the Travel Options Program.

Table 8: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in PA FFY 2027 TIP	Percentage of Projects in FFY 2027 TIP	Percentage of Total FFY 2027 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	19	5.5%	4.7%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	119	34.6%	15.6%
• Bicycle/Pedestrian Improvement • Intersection/Interchange Improvements • Signal/ITS Improvements • Streetscape • Transit Improvements	Low potential for adverse impact/inherently beneficial	157	45.7%	78.1%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	49	14.2%	1.6%
	TOTAL	**344**	**100%**	**100%**

Source: DVRPC, 2026

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 4:

Performance-Based Planning and Programming (PBPP)

The IIJA/BIL continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA/BIL also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets and linking investment priorities to those performance targets.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the federal-aid program. This statute requires the USDOT to establish specific performance measures that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490. The goal of PBPP is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goal areas:

- Safety
- Infrastructure Preservation
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The FHWA has established three performance measure regulations that cover roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). PM 3 addresses system reliability, freight reliability, and air quality. The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety.

State DOTs and transit agencies are required to establish targets for each performance measure and report progress toward the target, except for the Urban Area (UA) measures (PM 3 air quality) for which DOTs and MPOs both contribute to establishing a unified target for the UA. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or may choose to develop their own regional targets. DVRPC has memoranda of agreements with various pertinent planning partners, including state DOTs, transit operators, and other MPOs, for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance.

As a bi-state MPO, DVRPC must plan and program projects to contribute toward separate sets of targets: one set for each state in which the Planning Area boundary extends. DVRPC has agreed to support the PM2

and PM3 targets set by PennDOT and NJDOT, respectively, as well as the respective transit agencies' Transit Asset and Transit Safety targets. For PM1, Roadway Safety, DVRPC has set its own target based on DVRPC's Regional Vision Zero 2050 goal. If an MPO adopts regional targets, they must adopt a single target that covers the entire MPO region.

There are multiple performance measures established within the three FHWA performance measure areas. Each performance measure grouping has different requirements for reporting and updating performance targets. Table 9 summarizes these measures, the geography for which they are being reported, the facilities included, and the update frequency.

Table 9: FHWA Performance Measures Summary

Goal Area	Performance Measure	Geography	Network	Reporting Frequency
Roadway Safety (PM1)	Number of Fatalities	Statewide or Regional	All Roads	Annual
	Fatality Rate (per 100 million VMT)			
	Number of Serious Injuries			
	Serious Injury Rate (per 100 million VMT)			
	Number of Non-Motorized Fatalities and Serious Injuries			
Bridge and Pavement Condition (PM2)	Good Pavement Lane Miles	Statewide or Regional	Interstates and National Highway System (NHS)	Two-Year Interim Target, Four-Year Target
	Poor Pavement Lane Miles			
	Good Bridge Deck Area		NHS	
	Poor Bridge Deck Area			
System Performance (PM3)	Person Miles Traveled with Reliable Travel Times (%)	Statewide or Regional	Interstates and NHS	Two-Year Interim Target, Four-Year Target
	Truck Travel Time Reliability Index		Interstates	
	Percentage Non-SOV Travel	UA with a population over 200,000	All UAs (via ACS)	
	Annual Hours of Peak Hour Excessive Delay (PHED) per Capita		All NHS roads within UAs, AM	

			and PM Peak Periods	
	CMAQ Emissions Reductions	Statewide and Regional	CMAQ Projects	

Source: DVRPC, 2026

On the transit side, the FTA has established performance measures for Transit Asset Management and Transit Safety. Table 10 has a summary of these measures. FTA regulations establish a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The performance management requirements are a minimum standard for transit operators.

Table 10: FTA Performance Measures Summary

Goal Area	Performance Measure	Assets/ Geography	Reporting Frequency
Transit Assets	Percentage of Rolling Stock Meeting or Exceeding the Useful Life Benchmark	Revenue Vehicles	Annual
	Percentage of Support Equipment Meeting or Exceeding the Useful Life Benchmark	Non-Revenue Vehicles	
	Percent of Facilities Rated Below 3 on the TERM Scale	Passenger, Administrative, and Maintenance Facilities	
	Percent of Track Segments with Performance Restrictions	Rail Track	
Transit Safety	Fatalities (Total and Number per Vehicle Revenue Mile)	Entire Transit Agency Service Area	Annual
	Injuries (Total and Number per Vehicle Revenue Mile)		
	Safety Events (Total and Number per Vehicle Revenue Mile)		
	System Reliability (Mean Distance in Miles between Major Service Failures)		
	Assaults on Transit Workers (Total and Number per Vehicle Revenue Mile)		

Source: DVRPC, 2026

Historic data for the metrics tracked through TPM are included in DVRPC's Tracking Progress website: www.dvrpc.org/trackingprogress/. Tracking Progress is an interactive dashboard tracking several metrics

to gauge progress towards achieving the vision established in DVRPC's long-range plan. Each metric includes a time series analysis to track data trends at different scales, including the regional level, county level, and by UA or transit agency, depending on the metric. The dashboard tracks actual performance for each of the performance measures via the following metrics:

- Roadway Safety
- Bridge and Pavement Conditions
- System Performance
- Transit Asset Conditions
- Transit Safety

For more information about the development and implementation of TPM policy and rulemaking, see www.fhwa.dot.gov/tpm. To view the latest TPM targets and performance for DVRPC, visit www.dvrpc.org/tpm.

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 5:

Mapping Applications and Listings Overview

Mapping Applications and Geographic Information Systems (GIS)

The TIP document does not contain printed static maps, except those in Appendix E: Title VI and Community Impact Analysis. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, via Eco-Interactive, at www.dvrpc.org/TIP (or www.dvrpc.org/TIP/Draft), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (GIS) is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These Unmapped projects can be viewed as a table, within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by County, Project Type, Sponsor Agency, and Funding Source. Many of the GIS data layers used in the TIP Web Search Tool are available to download from DVRPC's Data Center.

DVRPC Regional Highway and Transit Project Listings

The TIP document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT BPT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA-funded projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, and; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT BPT, and SEPTA.

Within each county grouping, individual FHWA-funded and FTA-funded projects are listed numerically by PennDOT ID number (MPMS). Each project listing provides information on total program period cost, cost by FFY, phase of work, and funding source. Costs are shown in whole dollars. Also included are project location, project description, and air quality code.

Note that all projects within the First-Four Years (FFY27–FFY30) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 12–year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more

realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FFY27–FFY30) also have phases (such as Construction) that may be between LFY31 and LFY38. This 12–year constrained programming horizon is illustrated on the project listings within the TIP document.

Projects **bolded** are "**NEW**" to the TIP. **Projects bolded with an asterisk (*)** are "**NEW-B**" projects that have been "broken out of," or derived from, an existing TIP project. ***Projects bolded and italicized*** are projects indicated as "***RETURN***," which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FFY 2027 TIP.

Table 11: Regional FHWA-Funded TIP Program List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Bucks County			
12923	Bristol Road Extension	90550	Creamery Road and Tohickon Creek (Bridge)
12965	Lawn Avenue Reconstruction	92641	Dublin Pike Bridge over Morgan Creek
13233	Randall Avenue over Amtrak	93446	Route 1 Improvements Frontage Corridor (Section RC3)
13240	Old Bethlehem Road Bridge over Kimples Creek	99431	Route 663 (John Fries Highway) Widening
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102272	Holland Road at Buck Road and Route 532
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	102309	PA 309 over Morgan Creek
57619	Route 313 Corridor Improvements	102664	PA 309 over Beaver Run (Bridge)
64778	State Road Reconstruction	104746	West Bridge Street over Tributary to Delaware River
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
69823	Rosedale Road Bridge over Unami Creek	110310	Almshouse at Jacksonville Road
74827	Delaware Canal Enhancement	110763	Cold Spring Creamery Road over Branch Pine Run
81294	South Easton Road Township to Borough Connector Trail	115418	Route 113 & Minsi Trail Road Roundabout
81295	Hulmeville Road/Brown Avenue Intersection Improvements	115419	US 202 & York Road Roundabout
82028	Bucks County Electric Vehicle Charging Program	116061	Rockhill Drive and Neshaminy Boulevard Intersection Improvements

82079	Bucks County Bridge Preservation	116893	Edison Furlong Road over Pebble Creek
82140	**PA 313 ITS and Signal Interconnect**	118020	Bustleton Pike/Second Street Pike Roundabout
82144	**SR 413 Veterans Highway & Wharton Road/Old Rogers Road Intersection**	118022	Route 202/179 Roundabout
84256	Old Street Road Bridge over SEPTA	118425	Fleecy Dale Road Reconstruction
84258	Pennsylvania Avenue/Delaware Canal	119730	I-95, I-295, PA Turnpike Interchange Stage 2
86244	River Road at Golden Pheasant over Delaware Canal	119977	I-95, I-295, PA Turnpike Interchange Stage 3- Delaware River Bridge Replacement
86939	US 202/PA 611 (Doylestown Bypass) Preventative Maintenance	120912	Trumbauersville Road Bridge over Unami Creek
Highway Program – Chester County			
14134	West Bridge Street Bridge over Amtrak	98039	Ship Road over Valley Creek (Bridge)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	98041	Birchrun Road over Birch Run (Bridge)
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	98042	Conestoga Road over Branch of Pickering Creek
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	102708	PA 41 at PA 841 Improvements
14652	Dutton Mill over Ridley Creek (CB #157)	102709	PA 41 and SR 926 Improvements
14698	US 422, Reconstruction (M2B)	103589	County Bridge #38 Pusey Mill Road over Big Elk Creek
47979	North Valley Road over Amtrak	107551	SR30/SR10 to Business 30 Interchange Improvement
64220	US 422 Expressway Reconstruction (M03)	107553	SR30 and Airport Rd Interchange Improvement
78530	Forrest Manor Road over Branch Elk Creek (CB #38)	107554	US30 and PA82 Interchange Improvement
78617	PA 41 over White Clay Creek	110301	PA 41 at State Road Intersection
81744	Chester Valley Trail: P&T Phase 1	110312	Baltimore Pike/Newark Road Intersection Improvements
81794	Route 100 Trail: Graphite Mine Road – Fellowship Road	110765	Pickering Dam Road over Branch of Pickering Creek
82018	Harmony Hill Road over Valley Creek (CB #278)	***111761***	***Lincoln Highway Streetscape Improvements***

82075	Pocopson Road at Street Road	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
82080	Chester County Bridge Preservation	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
82146	**Lincoln Highway Safety: Veterans Drive – Toth Avenue**	114166	PA 401 and Valley Hill Road Improvement (Competitive CMAQ)
82148	**High Street Safety: Market Street to Chestnut Street**	117999	Thomas Road over Trout Creek (CB #300)
84284	Doe Run Road over Buck Run (Bridge)	118024	US 202 and High Street Interchange
86272	Coventryville Road over French Creek (CB #198)	118025	PA 100 Northbound at Exton Station
86301	Lancaster Avenue over Brandywine Creek	118552	Harvey's Road Bridge over West Bridge Brandywine Creek (CB #92)
86302	Ewing Road over White Clay Creek Bridge	120062	Bondsville Road Retaining Wall
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	120957	North Caln Road/Olive Street and Lincoln Highway
98035	Water Works Road over Rock Run		
Highway Program – Delaware County			
15183	Station Road Bridge over Chester Creek (CB #234)	103528	Mattson Road over the West Branch of the Chester Creek
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	103546	Pine Street over Darby Creek
15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	104343	US 322 over CSX (Bridge)
47147	3rd Street Dam over Broomall Lake	107642	Smithbridge Road Corridor
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	108910	I-95 Noise Abatement (CAN)
69817	US 322, Featherbed Lane to Chelsea Parkway (Section 102)	110951	Macdade Boulevard Corridor Safety Improvements
79329	Bridgewater Road Extension	111022	Chichester Avenue Corridor Safety Improvements
81734	Chester City Noise Abatement Phase 1	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)
82050	6th Street Bridge over Chester Creek	114102	West Chester Pike and 476 (Competitive CMAQ)
82069	PA 291 Complete Streets: Irving Street to Ridley Creek	114112	Media Bypass ITS (Competitive CMAQ)

82081	Delaware County Bridge Preservation	115426	Haverford Road Corridor Safety Improvements
82149	**US 13 Safety: Calcon Hook Road to Main Street**	115427	Lansdowne Avenue Corridor Safety Improvements
82151	**69th Street/Church Lane Safety Improvements**	118005	Black Roack Road over Tributary of Schuylkill River
82152	**West Chester Pike Safety: State Road to Chatham Road**	118006	Ridley Creek Road over Branch of Ridley Creek
82153	**Industrial Highway/Saville Avenue Intersection Improvements**	118029	Bethel Roundabout
84269	Victory Avenue over SEPTA Norristown High Speed Line	118030	Newtown Trail
92324	Gov Printz Boulevard over Conrail (Bridge)	118494	Eastern Delaware County Bikeway Implementation Plan (TOP)
95429	US 202 and US 1 Intersection Area Improvements	**119435**	**SR 452/I-95 Improvements***
98217	Hilldale Road over Darby Creek (CB #149) (Bridge)	**119917**	**Concord Road/Bethel Road/Engle Street Intersection Improvement (Sec DBE)***
99668	PA 291 Drainage Improvement	**120374**	**Concord Road/Bridgewater Road Intersection Improvements (Sec BWI)***
103217	Main Street, 6th Street, and CSX Crossing Improvement	**120688**	**SR 3007 Sec DMB Preliminary Design for Concord Road/Mcdonald Boulevard and Concord Road/Sunfield Drive Intersection Improvements***
103521	Reed Road over Whetstone Run (CB #36)	120910	Kedron Avenue over Bridge Stony Creek
Highway Program – Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	82084	Cross County Trail East – Section B
16292	Washington Street over Norfolk Southern Railroad	**82156**	**High Street Safety: Hanover Street to Washington Street**
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	**82157**	**Cheltenham Avenue Safety: Broad Street to North 15th Street**
16483	Washington Lane Bridge	102273	Ridge/Germantown Intersection Realignment – Phase 1, Perkiomen Crossing
16577	Ridge Pike: Harmon Road to Crescent Avenue	103371	Woodmont Road Bridge Replacement (CB #10)
16665	US 202, Markley Street Southbound (Section 500)	103440	Penllyn Pike Bridge Replacement (CB #289)
16738	US 422 Expressway Section M1B	105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)

48172	PA 23 Moore to Allendale and Trout Creek Bridge	**109368**	**Airy Street over Markley Street/SEPTA***
48174	PA 63, PA 152, Norristown Road at Maple Glen Triangle	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection
48175	Ridge Pike: Belvoir Road to Chemical Road	110444	Ridge Pike – School Lane to Belvoir Road/Interchange Area Bridges
48187	Henderson Road/Gulph Road Widen near I-76 Ramps	110761	Gilbertsville Road Over Minsters Creek
57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	110762	Perkiomenville Road over Sciota Creek Bridge Replacement
63486	US 202, Township Line Road to Morris Road (61N)	110971	Main Street Safety Improvements: Egypt to Forrest Airy
63490	US 202, Township Line Road to Morris Road (61S)	114948	Lancaster Avenue and Remington Road Intersection Improvements
64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road	115428	Sumneytown Pike Intersections Safety Improvements
64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)	115429	Belmont Avenue and St. Asaphs Road Intersection
66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	116843	I-76 Overhead Bridges
72355	Valley Green Road Bridge over Wissahickon Creek	118031	PA 29 and PA 113
81226	Montgomery County 3R Betterments Line Item	118032	Dekalb Street Two-Way Reconstruction
81785	Cross County Trail East – Section A	118033	PA 309 Connector HT4
82074	**Belmont Avenue Railroad Crossing***	119481	Cross Valley Trail Extension
82082	Montgomery County Bridge Preservation	120281	South Collegeville Road (PA 29) at Perkiomen Boulevard
82083	Cross County Trail: Wissahickon Trail – SEPTA's Fort Washington Station	120911	Dreshertown Road over Bridge. Sandy Run
Highway Program – Philadelphia County			
16827	Eakins Oval Transformation RAISE (BUILD)	91490	Expressway Service Patrol - Philadelphia
17215	70th, 71st, 72nd Streets over Amtrak	92554	Ridge Avenue over Amtrak (Bridge)
17595	Margie Street over Amtrak	96223	Philadelphia Signal Retiming
17678	Spring Garden over Amtrak	98229	59th Street over Amtrak (Bridge)

57902	City Wide 3R Betterments Line Item	98230	Tabor Road over Tacony Creek (Bridge)
69828	Market Street Bridges (3) over Schuylkill River and CSX Railroad (MSB)	103563	I-95: Delaware Avenue Extension (BS5)
69909	Willits Road Bridge over Wooden Bridge Run	104991	Cobbs Creek Parkway Safety Phase 2
70230	Bells Mill Road and Valley Green Road over Wissahickon Creek	106264	I-95 Central Access Philadelphia (CAP)/Waterfront Access
70231	Swanson Street Reconstruction	108099	Falls Road Bridge
72597	Benjamin Franklin Bridge Preservation	110314	30th Street Viaduct over 30th Street Lower (Bridge)
78757	JFK Boulevard @ 32nd Street. over SEPTA (30th Street Station) (Bridge)	111194	Castor Avenue Corridor Safety Improvements
79832	North Delaware Riverfront Greenway project, Section 3	112525	Citywide 3R 111
81219	25th Street: Washington Avenue to Passyunk Avenue	112527	Citywide ADA Ramps 3
81230	Better Bus Stops – South 7th and 8th Streets	115434	Frankford Avenue Corridor Safety Improvements
81292	Frankford Avenue/Frankford Creek (Bridge)	115435	63rd Street Corridor Safety Improvements
81729	Navy Yard Lift Bridge Rehabilitation	115440	Washington Lane Corridor Safety Improvements
81930	Philadelphia Vision Zero Capital Plan Implementation project	116807	Citywide ADA Ramps 4
81936	Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors	117341	Penn's Landing Project Development – Local Development
81939	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation	118014	2023 Bridge Painting Package
81942	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation	118034	Spring Garden Connector
82005	Honor Square at 5 Points Streetscape and Traffic Improvements	118035	5th Street Improvements
82012	Philadelphia Community Charging Stations	118496	The Woodland Avenue Trolley Portal Complete Streets Project (TOP)
82025	63rd/Cobbs Creek Phase 3	119437	Great Streets Philadelphia RAISE 22
82077	Philadelphia Bridge Preservation	119822	US 1: Broad Street – Adams Avenue
82163	**Lincoln Drive/Emlen Street Intersection Safety Improvements**	120298	Schuylkill Banks: Bartram-Passyunk Phase 2

82164	**SR 13/2007 Frankford Avenue Phase 3**	120762	Cobbs Creek Parkway: Market – Woodland
82168	**Wissahickon Avenue Safety: Hunting Park Avenue – Clapier Street**	120993	North Philadelphia School Zones RAISE 23
87784	Aramingo Avenue/Harbison: Church Street to Amtrak (Section BS3)	121096	City Wide 112
Highway Program – Various Counties			
16178	Construction Management Tasks	102275	Study Line Item
48201	DVRPC Competitive CMAQ Program	102665	Signal Upgrade Line Item
51095	ITS Program Integrator	105291	The Circuit Line Item
57927	Regional Safety Initiatives (HSIP) Line Item	106648	Sink Holes Line Item
63406	Complete Streets Resurfacing Program	106649	Stormwater Permits/Environmental Mitigation Design
64984	Transportation Alternatives – Urban (TAU) Line Item	106654	I-95 Transportation Demand Mgt (TMA)
65109	Transit Flex – SEPTA	109847	ROW Divestment 6-0
75854	District Program Management Services “A”	110313	Belmont Avenue Bridge over Schuylkill River
75855	District Program Management Services “B”	113257	Outdoor Advertising Control
79927	Highway Reserve Line Item - STP	113416	Concrete Arch Bridges Rehabilitation (US 1)
79929	Bridge Reserve Line Item	115965	TAP Project Engineering/Management
79980	STU Reserve Line Item	115966	CMAQ Project Engineering/Management
81232	Transportation Operations	115968	Travel Monitoring
81237	2025 On-Board & Household Travel Surveys	115969	Regional GIS Coordination
82062	**ITS Maintenance**	115971	Transportation Systems Management and Operations (TSMO)
82091	ITS Network Arch Tech Refresh Phase 1 – PA 309 Hubs	115972	I-95 Planning Assistance
82124	PA 100 & Hanover Street ITS Deployment	115973	Enhance and Maintain Travel Forecasting Tools

82154	**Dynamic Ramp Signing and Safety Improvements**	115974	District Modeling Assistance
82155	**Systemic Vulnerable Road User Safety**	117904	PA Transportation and Community Development Initiative (TCDI)
82158	**Systemic Lane Departure Improvements**	117912	PA SHRPP
82159	**Systemic Wrong Way Improvements**	117928	Travel Options Program (TOP)
82161	**Systemic Intersection Safety Improvements**	117929	TripSmart PA Program
82216	NHPP Reserve Line Item	117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services
83743	ADA Ramps Line Item	117931	Regional TOP Competitive Administration
84318	CAQ Reserve Line Item	117997	Bridge Investment Program Line Item
84457	Signal Retiming Program	118015	CMAQ Flex for SEPTA Projects of Significance Line Item
92182	Expressway Service Patrol	118036	HSIP Supportive Line Item
92808	Marshall Road over Cobbs Creek (Bridge)	119299	Carbon Reduction Program Line Item
95447	County Bridge Line Item	119836	US 1: Adams Avenue – Old Lincoln Highway
102105	Municipal Bridge Line Item	120942	MS4 and 105 Remediation

Source: DVRPC, 2026

Table 12: FTA-Funded TIP Program List

MPMS#	Project Title
Southeastern Pennsylvania Transportation Authority - SEPTA	
15407	Villanova Intermodal Station
59966	Capital Asset Lease Program
60275	Debt Service
60317	Federal Preventative Maintenance
60335	City Hall / 15th Street Stations
60540	Parking Improvements
60582	Vehicle Overhaul Program
60599	Paratransit and SEPTA GO Vehicle Acquisition
60611	SEPTA Key (Fare Collection System/New Payment Technologies)
60638	Regional Rail Car and Locomotive Acquisition
60651	Substations and Power Improvements
73214	Ardmore Transportation Center
77183	Transit and Regional Rail Station Program
90497	Infrastructure Safety and Renewal Program
90512	SEPTA Bus Purchase Program
95402	Bridge Program
102565	Track and Right-of-Way Improvement Program
102567	Roof Program
102569	Maintenance & Transportation Facilities
102571	Communications, Signals, & Technology Improvements
121366	**Resiliency and Sustainability Program***
121367	**Safe, Clean, and Secure Program***

MPMS#	Project Title
Pottstown Area Rapid Transit	
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
95739	Transportation Capital Improvements
PennDOT BPT	
93586	***Downingtown Train Station Rehabilitation***

122325	North Broad Bus-Subway Transfer Improvement Project
123961	**Trolley Modernization Program***
123962	**Bus Network Program***
123964	**Market Frankford Line (L) Vehicle and Infrastructure***
123965	**Broad Street Line (B) Vehicle and Infrastructure***
123966	**Regional Rail Silverliner IV Vehicle Replacement and Infrastructure***
123969	**Mainline Schuylkill Bridge and Interlockings***

Source: DVRPC, 2026

Table 13: IMP-Funded Program List

MPMS#	Project Title	MPMS #	Project Title
Interstate Management Program - Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
Interstate Management Program – Montgomery County			
116838	**I-76 Flex Lanes: US 202 to I-476***		
116839	**I-76 Flex Lane Westbound: US 1 – Belmont Avenue***		
Interstate Management Program – Philadelphia County			
46959	I-95 Design Review Manager	103557	I-95 Northbound: Ann St to Wheatsheaf Lane (AF3)
79828	I-95 Northbound: Race to Shackamaxon (GR5)	103558	I-95 Southbound: Ann St to Wheatsheaf Lane (AF4)
79905	I-95: Betsy Ross Mainline Northbound(BR3)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
81225	Girard Point Bridge Rehab - Phase 1	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
82183	7th Street On-Ramp to I-76 Westbound	103561	I-95: Betsy Ross Interchange Drainage (BR6)
103553	I-95: Race to Shackamaxon 2 (GR6)	115805	I-95: Bridge Rehabilitation: Island Ave to Philadelphia Navy Yard
103556	I-95 ATMS (GR9)	117934	I-95 Traffic Forecasts

Source: DVRPC, 2026

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 6:

Learn More and Share Your Ideas!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

The public comment period for the Draft DVRPC FFY 2027 TIP for Pennsylvania is open as of May 21, 2026, and will close on June 22, 2026, at 5:00 p.m. (local time)

Comments can be submitted online via the TIP comment/search/map application at www.dvrpc.org/TIP/Draft/

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including community members, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating stakeholders' local insights, residents' lived experiences, and subject matter expertise, plans are more implementable and beneficial.

The public comment period for the Draft DVRPC FFY 2027 TIP for Pennsylvania opens on May 21, 2026, at 5:00 PM (local time), and will close on June 22, 2026, at 5:00 PM (local time). A hybrid in-person meeting at the DVRPC offices with an online option, and an online only meeting will be held for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FFY 2027 TIP:

HYBRID IN-PERSON/ONLINE MEETING:
Tuesday, June 9, 2026, from 6:00 PM to 7:30 PM
DVRPC Conference Room
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Registration for in-person and online attendees via: https://bit.ly/4lQ2ZJP
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

After registering, you will receive a confirmation email containing information about joining the webinar.
Directions: www.dvrpc.org/directions/
Dinner will be served for in-person attendees.
An online option will be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

ONLINE ONLY MEETING:
Thursday, June 11, 2026, from 6:00 PM to 7:30 PM
Registration via:
https://bit.ly/4sTVEMl
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

While not required, for the in-person meeting, those interested in joining the meeting are encouraged to RSVP by contacting 215–238–2929 or public_affairs@dvrpc.org. For the online meeting, registration information is available on DVRPC's events calendar at www.dvrpc.org/calendar/2026/6. While participants will need to register beforehand, they will be approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, are directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215–238–2929. DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document is available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals can download or access current TIP materials at any time. Public comments can also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way to submit comments is online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft.

In addition, the public can submit comments via email to tip@dvrpc.org, or through U.S. mail addressed:

TIP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must be postmarked by June 22, 2026. If a person needs assistance in providing a written comment, they should contact the DVRPC Office of Communications and Engagement at 215–238–2929 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer—including the Spanish language version, El Inquirer, Philadelphia Tribune, and Impacto Latin Newspaper. DVRPC frequently employs social media (Facebook, Instagram, and LinkedIn) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public is asked to call (215) 592–1800 to make this request. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 1: "Libraries Displaying the DVRPC FFY 2027 TIP for Pennsylvania." After the public comment period ends, DVRPC staff will gather responses to each public comment from the appropriate agency. Responses are only provided to comments submitted in writing during the public comment period.

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Publication Title Highlights: Draft DVRPC FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30)

Publication Number 27004A

Date Published May 2026

Geographic Area Covered Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia) counties

Key Words Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Investment Program, Bridge Off System, Bridges, BRIP, CMAQ, CMP, Conformity, Congestion Management Process, Congestion Mitigation and Air Quality, DRPA/PATCO, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, IIJA, Infrastructure Investment and Jobs Act, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, Southeastern Pennsylvania Transportation Authority, STBGP, STP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract Highlights for the Draft DVRPC FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP, a federally required, multimodal, four-year constrained program of planned transportation infrastructure investments. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight-related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FFY) 2027 to 2030. The Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FFY 2027 TIP for Pennsylvania.

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Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal **transportation** network for all
- An innovative and connected **economy** with opportunity and shared prosperity
- Healthy, walkable, and vibrant **communities**
- A preserved and restored natural **environment** with thriving ecological systems
- Clean, reliable, and affordable **infrastructure and utility services** resilient to the effects of extreme weather

Mission

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.

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