

**City of Philadelphia  
Delaware County, Pennsylvania  
Montgomery County, Pennsylvania  
Schuylkill County, Pennsylvania  
Pennsylvania Department of Conservation and Natural Resources  
Camden County, New Jersey**

September 14, 2009

Honorable Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood,

The undersigned, supported by a wide coalition of regional and bi-state government agencies, state agencies, and non-profit organizations, are pleased to submit the attached grant application for consideration in the TIGER Discretionary grant program.

The project, ***GREAT-PA/NJ – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey***, will create design, engineering and construction jobs and complete an integrated bi-state and multi-county bicycle and pedestrian network.

By helping to complete this network, GREAT-PA/NJ promotes livable communities and active transportation in a dynamic region supported by a tapestry of transportation alternatives. The project will be a national model by completing a trail network that:

- connects urban, suburban and exurban communities
- connects residential areas with commercial and employment centers,
- acts as a catalyst for more sustainable land uses and more balanced modal splits all over the region.

A project management structure is in place to execute this ambitious proposal, in line with the TIGER grant requirements. Our project managers are available and eager to start work on the project.

As owners and sponsors of these infrastructure assets, we wholeheartedly and enthusiastically support this application, and pledge to continue to cooperate in carrying out the activities that will be supported by the TIGER Discretionary Grant for GREAT-PA/NJ.

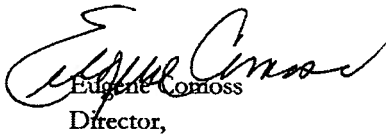
Sincerely,



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Deputy Mayor for Transportation & Utilities  
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Executive Director,  
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**Caren Fishman**

Caren Fishman  
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# GREAT-PA/NJ

## Generating Recovery by Enhancing Active Transportation in Pennsylvania & New Jersey



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Type of Project: OTHER

Location: Multiple counties in Pennsylvania and New Jersey (Bucks, Camden, Delaware, Montgomery, Philadelphia, Schuylkill)

Project covers urban, rural and suburban areas

All co-applicants have DUNS# and current registration at Central Contractor Registration Database

TOTAL REQUEST: \$36 million



**G**REAT-PA/NJ is being submitted to the US Department of Transportation by a broad coalition of local and state government agencies in Pennsylvania and New Jersey, as well as multiple project sponsors and supporting organizations. For ease of communication, the main applicant contact will be:

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## EXECUTIVE SUMMARY

**Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)** is a unique project – one created by a coalition of Pennsylvania and New Jersey counties and agencies in response to the opportunity provided by the Federal Stimulus Package TIGER Discretionary Grant funding program.

If the GREAT-PA/NJ Project is fully funded, for the first time in history **Eastern Pennsylvania and Southern New Jersey will have an integrated, multi-county bicycle and pedestrian network.**

A region of over 6 million residents, and impacting many more, will be transformed. Users of all ages and backgrounds will use the network to commute, go to their corner grocery store, exercise, and go to a local park. Some might even aim higher, and plan a bicycle trip to Valley Forge National Park, New Hope, or even Washington, DC or New York City! With a complete network, these destinations become as accessible as a trip down the block. The current modal shift and increase in bicycle and pedestrian commuting is already being noted at the core of the region (in Center City Philadelphia). The completion of this project will allow this modal shift to take a stronger hold and is expected to create increases in bicycle and pedestrian commuting.

Beyond the unique multi-county and bi-state collaborative character of this effort, the application also describes the significant and broad benefits of this project (touching 6 counties in the region, and many municipalities) – including **job creation** not only around the nation's fifth largest metropolitan area, but also in suburban and rural areas. In addition, the application also describes how this project can be implemented at a **relatively small cost** and with an agreed-upon and well thought-out **implementation strategy.**

The goal of this project is to complete an integrated, multi-county bicycle and pedestrian network for Eastern Pennsylvania and Southern New Jersey – connecting cities as diverse as Philadelphia, Reading, Chester, and New Hope in PA; Camden, Cherry Hill, and Trenton in NJ; and Wilmington, DE.

This proposal aims to fill 17 critical gaps in the network in order to significantly enhance active transportation in the region. These gaps are in both urban and suburban areas along the network's key "spines", the **Schuylkill River Trail** and the **East Coast Greenway** (See map on next page).

**GREAT-PA/NJ stands out because of its**

**strategic and collaborative focus on rapid implementation of a multi-county trail, greenway and urban bicycle and pedestrian network that will provide more active transportation options and more multimodal connections among the region's population.**

The GREAT-PA/NJ coalition can implement these projects very quickly because each project has been in progress for years, even decades. Multiple government agencies and non-profit organizations have shepherded these projects past various implementation hurdles and have garnered considerable local support for them. As a result of all this hard work, many segments have reached the point where they are ready, or nearly ready, for construction. The unique, bi-state, cross-county coalition behind GREAT-PA/NJ has developed a robust project management structure which will greatly enhance the chances of successful implementation. Further details on this issue can be seen on Page 17.

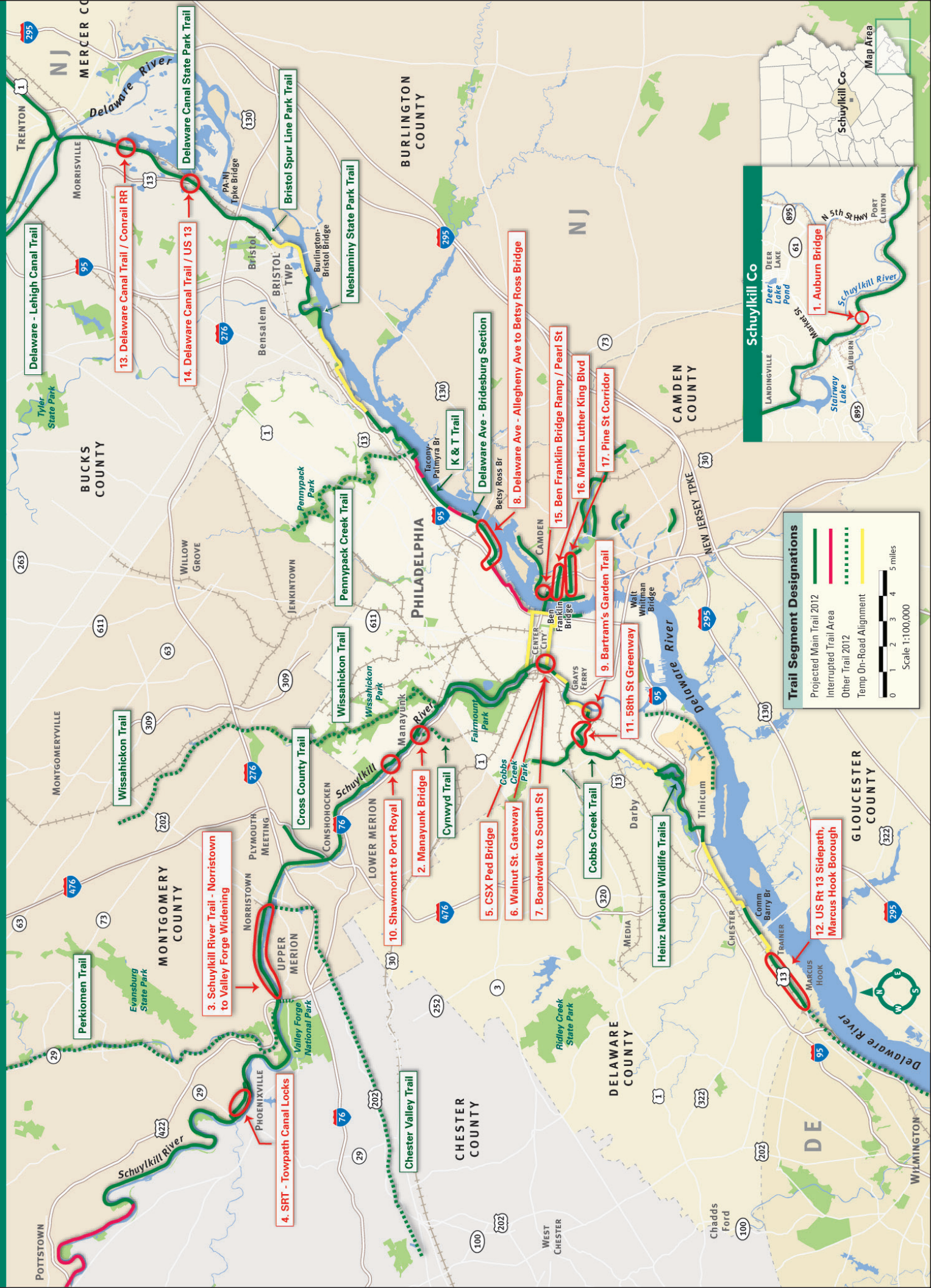
**Rapid implementation means quick job creation in each of the six Pennsylvania and New Jersey counties that is a party to this proposal.** The coalition estimates that the projects will create over 1,400 direct jobs, and many more indirect ones. Further details on job creation can be seen on Page 9.

In an era when the Philadelphia Metro region is competing with Hong Kong, Paris, Mexico City, and other metropolitan regions across the world, this regional network will be a unique asset. The network can create more sustainable transportation options and more livable communities that will draw visitors, employers and new residents to the region. People across the Mid-Atlantic region will be able to take advantage of this green infrastructure network in the Delaware Valley. Further details on Sustainability and Livability can be seen starting on Page 6.

**This impressive bicycle and pedestrian network has already secured and allocated \$40 million** to its expansion – approximately half of this amount (\$18.8 M) will go to the segments included in this GREAT-PA/NJ application. (Further details on the Budget can be seen on Page 19).

At current funding rates, the network will remain disconnected and its impact on regional sustainability will remain limited. GREAT-PA/NJ can change all that.

# Grant Application Regional Trail Projects - GREAT - PA/NJ





## BENEFITS OF THE PROJECT

### STATE OF GOOD REPAIR



This proposal is consistent with the Greater Philadelphia region's long-term objectives. The Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP) for the region includes many of the project segments. All segments are contained in local and regional master plans. The network as a whole is part of the long-range implementation plans of the Pennsylvania Department of Conservation and Natural Resources, State of New Jersey, federally-chartered Schuylkill River Heritage Area, Delaware and Lehigh National Heritage Corridor, and national East Coast Greenway Alliance.

The primary goal of the project is to "recycle" existing infrastructure—such as an abandoned railroad bridge or available right-of-way on an existing urban street—and connect disjointed sections of infrastructure into a coordinated whole. Just as the value of the nation's Interstate Highway system comes from its broad reach, the value of the regional trail, greenway and urban bicycle and pedestrian network will increase immensely when the system covers trips of every type and length – from local to national, from commuting trips to easy jaunts down to a riverfront park.

Significant strengths of this system are that it is well capitalized and specific entities are ready and able to provide regular maintenance and operations for the segments proposed here. Many government agencies, such as the Pennsylvania Department of Conservation and Natural Resources or the City of Philadelphia Parks and Recreation Department (responsible for one of the nation's first urban park systems), will maintain these new segments. In addition, organizations such as the Schuylkill River Heritage Area and the Schuylkill River Development Corporation—which resulted from decades-long grassroots efforts and are well-established—will provide an additional level of maintenance and service to certain segments. Finally, there are a few segments (those using existing road or street rights-of-way) that will be managed by the state highway agencies and local transportation departments as part of regular highway maintenance.

Notwithstanding which type of organizational structure responsible for the long term state of good repair of the network, the completion of the network will result in additional ridership and additional economic development opportunities for both those entities managing the segments, as well as other residents and businesses along the way (see next section for more details). These additional activities are opportunities for generating additional income to maintain the state of good repair for the entire network in the future.

The future of the region depends on having more transportation alternatives such as this pedestrian and bicycle network.

### ECONOMIC COMPETITIVENESS

Even though today transportation engineers and policymakers are focusing more and more on inter-modalism, bicycling and walking are too often an afterthought on transportation priority lists. From the point of view of economic efficiency, an efficient bicycling and pedestrian network makes viable:

- *Shorter trips* – instead of having to drive to a grocery store or commute 20 miles each way every day, trips to shop and work can be shorter and non-motorized;
- *Reverse commuting* – public transit often has difficulty providing reverse commuting options; a bicycle network can provide an additional alternative for reverse commuters, especially those with lower incomes;
- *Riverfront revitalization* – finally, and perhaps more significantly, trails and greenways have already shown their economic redevelopment potential. For example, it can be argued that the commercial strip in Manayunk in Philadelphia, the relatively new "Edge City" of office towers in Conshohocken, and the stabilization of decaying industrial communities, such as Bristol Borough, PA and the Camden, NJ waterfront all happened because of key catalyst: connections to riverfront trails and parks.

These results can be reproduced throughout the region, improving not only the sustainability and livability of the region, but also its attractiveness to new businesses and residents, and the gamut of transportation alternatives available.

Finally, many of the projects in the GREAT-PA/NJ will impact economically-distressed areas, urban, suburban and rural. For example, one of the segments, the 58th Street Greenway will not only create a new transportation option, but will also provide sorely-needed green space for one of the most disadvantaged neighborhoods in Philadelphia, Southwest Philadelphia; the Auburn Bridge repair will create a critical link in rural Schuylkill County, linking communities such as Auburn, Hamburg, and Landingville to each other and to the Appalachian Trail as well – thus creating new economic development opportunities; and the three projects in Camden will break that city's network out of its "island", and link that community with more prosperous communities that are so near yet so far, including Philadelphia, PA; and Cherry Hill, and Collingswood, NJ.

#### **In summary, GREAT-PA/NJ will:**

- *Improve the **long-term efficiency, reliability and cost-competitiveness** of the region by providing non-motorized transportation alternatives and opportunities for **economic redevelopment** along the region's riverfronts, and*
- *Make improvements that will have **specific impact to Economically Distressed Areas** such as Southwest Philadelphia and Camden, NJ.*

### LIVABILITY

Southeastern Pennsylvania and Southern New Jersey are defined by two river systems that flow into the Delaware Bay: the Delaware and Schuylkill Rivers. Each river plays a significant role in the landscape, development, commerce and identity of the Philadelphia metropolitan region, the nation's fifth largest. For years, the Philadelphia metropolitan region and river towns along both rivers have been working to reconnect and redevelop their riverfronts to make them more accessible and appealing to their communities.

**These benefits include connecting residential neighborhoods to commercial corridors, residents to transit nodes and parks and open spaces, and the Philadelphia metro region's suburbs to its urban core.**

Communities along the Schuylkill River benefit from the partially completed Schuylkill River Trail, a 128 mile facility that is part of the federal and state designated Schuylkill River Heritage Area. Where complete, this trail serves as an important transportation and recreation greenway for eastern Pennsylvania.

Currently, the completed Schuylkill River Trail segments in Philadelphia are used by over 670,000 bicyclists, runners and pedestrians annually. These users enjoy the trail as a destination for rest and relaxation, a transportation path, and a place to exercise and work out. Where the path is in good condition, the usage is highest. Commercial and residential developments have sprouted alongside segments as they are completed - most recently over the western edge of Center City Philadelphia.

Schuylkill Banks, a segment of the Schuylkill River Trail along Center City Philadelphia, is a clear example of this development pattern. Originally estimated to see 500 visitors a week, when constructed in 2004 with SAFETEA-LU funding, this one mile of trail and park was documented to have 16,000 users a week, and today the path's popularity is so great that crowding can sometimes be an issue. Development followed suit - old industrial buildings were converted to condos, new residential towers (such as the Murano - [www.themurano-condominium.com](http://www.themurano-condominium.com)) built, and even a new office tower, the Cira Centre ([www.ciracentre.com](http://www.ciracentre.com)) constructed next to Amtrak's 30th Street Station. The continued success of commercial corridors such as Manayunk and Conshohocken also attest to the success of the trail. The

increasing trend of use and development verifies the Trust for Public Land 1999 study that found owners of small companies rank recreation, parks and open space as the highest priority in choosing a new location for business.

The Delaware Riverfront today has a plethora of vacant industrial sites that the Schuylkill riverfront for the most part no longer has, and is even more cut off from residential communities and business centers along the way. A concerted planning effort has been underway for the past decade to revitalize the Delaware riverfront through a network of trails that comprise part of the national East Coast Greenway, along with targeted riverfront redevelopment efforts. The transformation of the Delaware Riverfront is ongoing, and may take only a few years to have great impact, work that for the Schuylkill Riverfront took decades.

Extending and closing gaps in the Schuylkill River Trail and the East Coast Greenway would enhance livability for millions of residents by duplicating what is clearly a livability success story along parts of the Schuylkill River Trail. In each county, this project will bring the benefits associated with a seamless greenway to many more neighborhoods that currently do not enjoy any access to a riverfront greenway. These benefits include connecting residential neighborhoods to commercial corridors, residents to transit nodes and parks and open spaces, and the Philadelphia metro region's suburbs to its urban core.

This project will also increase mobility in two significant ways. It will provide a non-motorized transportation path to a new set of communities in the six counties. These residents will now have access that was previously unavailable and will be able to use a more connected greenway to safely commute to and from places of work and for short utilitarian trips. In particular, it will provide more communities with better access to Philadelphia and Camden's commercial downtowns, and other regional commercial cores. Secondly, it will connect together more communities to destinations that are currently not accessible via off-road or high quality on-road trails. For example, this project will make it possible to walk or bike from the largely residential bedroom community of Lower Merion in Montgomery County to the Philadelphia neighborhood of Manayunk, which has a charming, but relatively isolated, shopping and dining commercial corridor. Another example is the trail segment that will improve connections to and from the Ben Franklin Bridge making the Bridge more accessible to bicyclists and pedestrians, and thus enhancing a non-motorized connection between Philadelphia and Camden - a long-held priority of governors of both Pennsylvania and New Jersey.

Successful implementation of the project will also create connections between trails and more Southeastern Pennsylvania Transportation Agency (SEPTA)



Schuylkill River Trail in Center City Philadelphia

and Port Authority Transit Corporation (PATCO) transit stops (See Map on Page 22). By creating new green transportation routes that end at or start directly from transit stops, the project will help more transit riders bike or walk the “last mile” along safer, off road paths. Because SEPTA and PATCO do allow bicycles to be placed on railcars, the connection to these trails will be a particular incentive to those wishing to combine transit and bicycle riding together as a mode of travel.

Additionally, many of the individual segments of this project are within low income communities that have little access to greenways, open space and parks, or safe high quality bicycle/pedestrian facilities. These communities vary from traditionally urban (such as those in Camden, Southwest Philadelphia and Port Richmond, to suburban and even rural, such as the communities surrounding Auburn, Pennsylvania). By providing new mobility routes for economically disadvantaged populations, this project will spread the benefits of a connected greenway along both riverfronts to a wider sector of the region's population.

All elements of this project are being designed not only with ADA compliance in mind, but with the thought that users not necessarily traditional for trails and bikeways will use the network. For example, many non-drivers will now bike or walk to work using greenways; senior citizens will now have additional opportunities and infrastructure at which to take a leisurely stroll; and those with disabilities will be able to enjoy the safety of new trails and the new, enhanced pedestrian crossings just as much as fully able bikers and joggers.

Finally, the entire process of developing the network has been one of incredible public involvement and participation. Ranging from grassroots campaigns, to professional planning outreach efforts for each segment, to region-wide engagement efforts from both government and non-profits, the GREAT-PA/NJ network, it could be said, has been “planned and outreached to death”. For just a few examples of all these outreach efforts from entities big and small, ranging from the PA DCNR to NJDOT, from the SHRA to SRDC, from Penn Praxis to the PEC, from the national ECG Alliance to the CRFA, please check out these weblinks:

[http://www.dcnr.state.pa.us/greenways\\_trails.aspx](http://www.dcnr.state.pa.us/greenways_trails.aspx)

<http://www.state.nj.us/transportation/commuter/bike/bikemaps.shtm>

<http://www.greenway.org/pa.php>

<http://www.pecpa.org/eastcoastgreenway>

<http://www.schuylkillriver.org/>

<http://www.schuylkillbanks.org/home.aspx?topicID=25>

<http://www.design.upenn.edu/pennpraxis/plfinal.htm>

<http://www.camdenwaterfront.com/cooper.asp>

<http://www.schuylkillbanks.org>

<http://www.dcnr.state.pa.us/stateparks/parks/delawarecanal.aspx>

<http://www.pecpa.org/ecgsummit>

<http://www.completethetrail.info>

### In summary, GREAT-PA/NJ will:

- Create for the first time a **transportation alternative** that enhances **active transportation** and makes the region much more livable and more economically attractive;
- By creating an **integrated network**, creating innumerable new connections with the existing disconnected pedestrian and bicycle network, new connections with the transit network, and multiple new nodes for connection with existing streets and highways, including improving the efficiency with **intermodal connections** at the region's park and ride network;
- Greatly enhance transportation alternatives for economically disadvantaged populations, non-drivers, seniors, and those with disabilities; and
- Be recognized as a **national model** for public outreach and engagement.

## SUSTAINABILITY

Mayor Nutter has declared that he wants Philadelphia to be the “greenest city in America.” But, he has done more than just make a bold statement. In June 2009, his administration released *Greenworks Philadelphia*, a document that outlines how the City intends to achieve concrete sustainability targets. Greenhouse gas emissions will be reduced by 20% from 1990 levels by 2015 to achieve a reduction of 1.77 million tons of CO<sub>2</sub>. It pledged to reach that target by implementing multiple measures including: 1) provide parking and recreation resources within 10 minutes of 75% of residents by creating 500 new acres of parks and open space, and 2) reducing Vehicle Miles Travelled (VMT) by 10% or 1.15 million miles travelled. The GREAT-PA/NJ is an integral part of the implementation of these targets. It will add to or connect over 100 miles to the two trail systems in the Philadelphia metro region and related projects, such as the construction of the Lardner's Point Park along the Delaware Riverfront will add 10 new acres to the City's park system.

Already, Philadelphia is building additional connections amongst its Schuylkill and Delaware Riverfront trail networks. This September, Philadelphia is installing high quality bicycle lanes across its central core on two east-west streets, Spruce and Pine, creating the first set of connections across the core of the city's business district (until now, only Spring Garden Street, north of downtown, had viable bike lanes from river to river). These lanes will be the primary mode of connecting the Schuylkill River Trail and the East Coast Greenway.

This project's new facilities will no doubt contribute to the City's goal of reducing vehicle miles travelled and thus, reduce greenhouse gas emissions. By adding and connecting trails that make bicycle and walking commuting more possible, the project will attract new bicyclists and walkers who will forgo driving trips, thus contributing to the region's goal of increasing its reducing VMTs and carbon dioxide emissions.



The environmental benefits of building this project will go beyond reducing GHG emissions and reducing VMTs by helping reduce the number of unhealthy Air Quality Index days for which Philadelphia is an Ozone Non-Attainment region.

As laudable as those are, the environmental impact of an integrated greenway network on the region will be even greater. The Schuylkill River Trail has shown the impact that riverfront stabilization can have, even from segments that were already located within green areas, such as Philadelphia's Fairmount Park. Trails can have immediate and significant impacts on stormwater management, brownfields reclamation and even creation of wildlife corridors.

The brand new Delaware River trails are facilitating the remediation of abandoned brownfields all along the river, tearing down old bulkhead walls, and bringing back more natural shorelines to the PA side of the Delaware (frankly, emulating the better protected NJ side of the river). These efforts, along with decades-long effort to enhance the water quality of the Delaware, today have brought the river back from the brink – to the point where residents and tourists can kayak along the Tidal Delaware Water Trail ([www.tidaltrail.org](http://www.tidaltrail.org)) or float down the river in New Hope ([www.delawarerivertubing.com](http://www.delawarerivertubing.com)). Another benefit is the recovery of migratory species and of ecological restoration sites all along the Delaware – projects that, like Lardner's Point Park, the Bristol Marsh, and the Pennypack Creek Mouth wetland are restoring the ecological capacity of the Delaware River watershed. Species such as flat-nosed sturgeon and the red-bellied turtle are making a comeback because of all the ongoing work. The trails along the Delaware are the catalyst that make additional recreational uses and additional ecological restoration projects possible.

## In summary, GREAT-PA/NJ will:

- Help reduce VMTs and GHG emissions in the region, increasing an incipient modal shift to pedestrian and bicycle uses;
- Provide additional opportunities for non-motorized transportation, thus reducing dependence on oil; and
- Be the catalyst for additional ecological restoration and recreational infrastructure along the Schuylkill and Delaware Watersheds.

## SAFETY

In 2008, the six counties impacted by this project had 813 bicycle crashes, and 2624 pedestrian crashes. 797 bicyclists were injured and 4 killed across these six counties and 2436 pedestrians were injured and 329 were killed. Over half of the pedestrian fatalities and most of the bicycle fatalities occurred in the City of Philadelphia alone. Bucks County followed with 20% of the bicycle fatalities and 14% of the pedestrian fatalities. Camden County had 20% of the pedestrian fatalities. Within these six counties, bicycle & pedestrian crashes account for 10% of all injuries and 23% of all fatalities that result from all vehicle crashes. As the number of bicyclists and pedestrians increases with the growth of the regional trail network, one might expect these numbers to increase, but in fact, the best way to decrease these figures is to improve the bicycle/pedestrian network to encourage more people to bicycle and walk.

A study published in the September 2003 issue of Injury Prevention found that the likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling. This pattern is consistent across communities of varying size, from specific intersections to cities and countries, and across time periods. In other words, if the amount of bicycling and walking doubles in a community, the individual risk of a crash with a motor vehicle decreases by a third.

Other cities have shown that increased bicycling can reduce bicycle fatalities or reduce their rate as compared to mode share. Bicycling in Portland, Oregon has increased 148% while driving recorded a 5% decrease. In 5 of the last 10 years (1998-2008) the City of Portland recorded zero bicycle fatalities. 2008 also marked the lowest number of all traffic fatalities (20) on record since 1925. In Amsterdam, which has a population figure similar to Philadelphia's, 30% of all trips are on bicycle and that city averages only 6 bicycle deaths a year.

To reach safety figures such as these, Philadelphia and the region will have to count not only on this "Safety in Numbers" factor, but will also have to provide the level of high-quality infrastructure that cities like Portland and Amsterdam have. GREAT-PA/NJ will provide the infrastructure resources necessary to improve safety for bicyclists and pedestrians.

County	2008 Bicycle Safety			2008 Pedestrian Safety			2008 Vehicle Safety	
	Crashes	Total Injured	Total Fatal	Crashes	Total Injured	Total Fatal	Total Injured	Total Fatal
<b>Bucks</b>	46	45	1	115	117	9	3,110	63
<b>Delaware</b>	56	58	0	193	198	3	3,344	21
<b>Montgomery</b>	107	109	0	219	231	5	5,592	45
<b>Philadelphia</b>	429	434	3	1,773	1,840	33	11,555	92
<b>Schuylkill</b>	7	6	0	35	37	2	3,855	33
<b>Camden</b>	168	145	0	289	277	13	6,539	46
<b>Total</b>	<b>813</b>	<b>797</b>	<b>4</b>	<b>2,624</b>	<b>2,700</b>	<b>65</b>	<b>33,995</b>	<b>300</b>

**Percentage of vehicle injuries  
involving pedestrians or bicyclists**

**10%**

**Percentage of vehicle fatalities  
involving pedestrians or bicyclists**

**23%**

### JOB CREATION & ECONOMIC STIMULUS

In the last year, Pennsylvania has seen its unemployment rates shoot up from 5.4 percent to 8.5 percent; while New Jersey has seen its rate go up from 5.5 to 9.3 percent. Southern New Jersey has seen its rates go particularly high, with the Vineland, NJ area hitting a rate of 13 percent.

The key characteristic of the GREAT-PA/NJ project is that it will create a significant number of jobs with a relatively small investment. Jobs will be created in each of the six participating counties, covering a broad swath of Eastern Pennsylvania and Southern New Jersey.

The large majority of the project's budget will be dedicated to construction activities for individual trail segments. Where before there were only plans sitting on the shelf, and disconnected trail segments, there will be active construction jobs and a connected network.

The number of direct jobs created or firms retained are anticipated to be over 1,400:

- **Schuylkill County – 45 plus new construction jobs, project management firm retained**
- **Montgomery County – 70 plus new construction jobs**
- **Philadelphia – 800 plus new construction jobs**
- **Delaware County – 150 plus new construction jobs, project management firm retained**
- **Bucks County – 180 plus new construction jobs, project management firm retained**
- **Camden County – 180 plus new construction jobs**

In addition, as previously described, a program management consultant will be retained by PennDOT. Finally, the project will help retain multiple jobs within the sponsoring governments and organizations, jobs that will provide support to the project during implementation. These jobs range from senior engineers and planners that will serve as Project Managers; to engineering and planning graduates and interns retained at governments and non-profits, which will provide additional capacity for these organizations during project implementation.

The project will also have multiple indirect benefits. The completion of the network will help spur additional economic development opportunities. Specific opportunities include:

- *Increased real estate values of properties along route , and thus increased local tax generation;*
- *Making viable the redevelopment of multiple abandoned or under-used industrial sites along the riverfronts;*
- *Additional tourist numbers at existing tourist nodes such as New Hope, Manayunk, John Heinz Wildlife Refuge, and Penn's Landing in Pennsylvania; and the Camden Riverfront in New Jersey; and creation of potential new nodes, such as Bristol, Phoenixville, and Lower Merion in Pennsylvania; and inland Camden parks in New Jersey;*
- *Additional recreational-support services, such as bicycle repair shops, equipment providers, trailhead services, tourist information services, cafes, bars and restaurants along the route;*
- *Additional sales of recreational equipment, and thus local manufacturers (such as Advanced Sports and Fuji Bicycles);*
- *Additional jobs for planners, scientists, biologists, and non-profit staff who will work on related ecological restoration projects; and*
- *Additional jobs for park managers and interpretive staff, and amateur and professional sports coaches and leagues, by increasing the accessibility of existing amateur sports facilities (such as the baseball and soccer fields along Penny-pack Park, Cobbs Creek, and Cooper River) and by construction of new facilities (such as the new Lardner's Park and new Major League Soccer stadium in Chester, Pennsylvania).*

### BENEFIT-COST ANALYSIS

The Benefit to Cost analysis makes it clear that an investment in GREAT PA/NJ will generate quantifiable long term value that far exceeds initial capital and maintenance costs. By repairing 16.3 miles of obstructions along existing multi-use trails, these investments unlock economic, environmental, and public health benefits created by the 125 miles made available to the region as a unified trail network.

Project costs for new trail construction, bridge repair and replacement, and on-street facilities are estimated to cost \$54.4 million for all phases of design and construction. Additionally, while approximately 8 miles of new trails will cost an estimated \$52,500 in operations and maintenance annually. Substantial cost savings are earned by not having to purchase rights of way or seek public easements. Additionally, \$20 million has already been identified as matching funding outside this grant request.

Demand and benefits were calculated using the prescribed methodology in the Transportation Research Board's National Cooperative Highway Research Program (NCHRP) Report 552. Under this framework, estimates of existing and future bicycling demand was based on U.S. Census "Journey to Work" mode shares and the number of residents within 800, 1600, and 2400 meters of the facility, which was calculated both within the Philadelphia city boundary and in surrounding counties through geographic information systems.

Results were calculated at low, mid, and high estimate ranges. The following mid-level estimate results show that Bucks, Montgomery, Chester, Delaware, and Camden counties (the region) will see 129,175 new bicycle users, both recreational and commuters, drawn to the facility. Philadelphia will experience a growth of 150,122 new bicycle users. This new demand translates into mobility benefits of \$659 million annually for the region and \$970 million annually for Philadelphia. Public health

## Generating Recovery by Enhancing Active Transportation in Pennsylvania & New Jersey

benefits include \$16 million for the region and \$19 million for Philadelphia. Recreational economic activity for the region is estimated at \$470 million annually and \$542 million for Philadelphia.

Furthermore, these investments will assist the City of Philadelphia in achieving its goal of reducing annual Vehicle Miles Traveled (VMT) by 10%. A mere 1% reduction in VMT means reducing Carbon Dioxide emissions by 213,000 tons annually. A 10% reduction in VMT will abate 2.13 million tons of CO<sub>2</sub> annually and save the region \$2.51 billion in household travel costs assuming each vehicle mile costs the public \$0.59.

### Future Trail Demand and Benefit Estimates

Regional Bike Facility Demand	Existing Adult Cyclists	668,329	Percent increase in commuter AND recreational bicycling
	New Adult Cyclists	279,297	+29%

Increased Bicycle Commuting Benefit	Daily	\$3,468,456
	Annual	\$1,630,174,224
Regional Health & Exercise Benefit	Annual	\$35,750,007
Regional Recreation Industry Benefits	Annual	\$489,707,273

### Regional Impacts of VMT Reduction Scenarios

Regional VMT Reduction	1%	5%	10%
Annual VMT/capita	7227	6935	6570
Daily VMT/capita	19.8	19.0	18.0
<b>Savings</b>			
Vehicle miles conserved regionally	426 million	2.13 billion	4.26 billion
Aggregate household budget savings	\$251 million	\$1.26 billion	\$2.51 billion
Metric tons of CO <sub>2</sub> abated	193,000	967,000	1,900,000
Public benefits (\$33/ton)	\$6.4 million	\$31.9 million	\$63.8 million

## PARTNERSHIP

This project exemplifies a multi-jurisdictional and public-private collaboration among a broad range of partners.

The TIGER Discretionary Grant program has provided this region with an opportunity to capitalize on the years of planning and public education about the compelling need and pent up public demand for a seamless, connected set of riverfront greenways and bicycling and pedestrian facilities in general. The counties and municipalities who are the owners and planners of these public properties and the numerous non-profit corporations and organizations who are the stakeholders of these different trail segments, along with the region's MPO, the Delaware Valley Regional Planning Commission (DVRPC) collaborated to knit together a package of trail segments that meet the eligibility requirements of the TIGER Discretionary Grant program and make a significant difference in realizing a completed Schuylkill River Trail and East Coast Greenway through Pennsylvania.

In addition to the six counties and planning commissions (Schuylkill, Montgomery, Philadelphia, Bucks, Delaware and Camden), three state agencies (Pennsylvania DOT, Pennsylvania Department of Conservation and Natural Resources and New Jersey DOT), several municipal agencies (Lower Merion, Marcus Hook and Philadelphia's Park and Recreation and Streets Departments) are working together on this project. Stakeholders include Schuylkill River Heritage Area, Schuylkill River Development Corporation, Pennsylvania Environmental Council, Bartram's Garden, Delaware River City Corporation, and the Coopers Ferry Development Association. Nearly all of these trail segments have funding in place or have spent local or state dollars to conduct feasibility, planning and design.

First, the Schuylkill River National and State Heritage Area (SRHA), designated in 2000, covers the watersheds of three of the six counties (Schuylkill, Montgomery and Philadelphia) covered by this proposed project. The SRHA coordinates cross-county trail projects identified by the 2002 SRHA management plan and hosts a Trail Council with county and municipal partners. Individual counties and towns also work to implement trail segments within their own jurisdictions.

Second, the East Coast Greenway Alliance is working to implement the Greenway from Florida to Maine, but state chapters made up of non-profit organizations and local public planners and officials work together to get specific trail segments planned,



design and constructed.

The Pennsylvania Environmental Council and the East Coast Greenway Pennsylvania Committee have been working since the 1990s to get the 60 miles built through Bucks, Philadelphia and Delaware counties. This committee held a summit in May 2009 to highlight the potential for finishing the ECG through Pennsylvania. Many of the ECG segments in Pennsylvania are currently undergoing final design and going under construction; several have been included in the GREAT-PA/NJ project.

At the same time, a coalition of non-profit organizations, development corporations and municipalities formed a coalition and campaign called Complete the Schuylkill River Trail to create a vision of completing the Schuylkill River Trail within the Philadelphia region. This multi-municipal coalition launched a campaign to raise public awareness about the potential for completing the trail by identifying the needed segments, coordinating outreach to local, state and federal decision makers, and providing a way for the public to express their support. At this time, an online petition has received over 3,300 signatures expressing support for completing both the Schuylkill River Trail and the East Coast Greenway.

Lastly, Philadelphia's City Council passed two resolutions (#090134 and #090530) during its spring 2009 session unanimously stating unequivocal support for completing these trail systems and calling upon local, state and federal lawmakers and stakeholders to maximize funding to complete these systems. The City of Camden has been working for several years to develop a network of multi-use trails to transform Camden into a more sustainable, less car dependent city and better serve the 40% of Camden residents who do not own a car.

This TIGER grant would complement and add value to the years that have already been put into planning and design and funding that the localities and states have already invested.

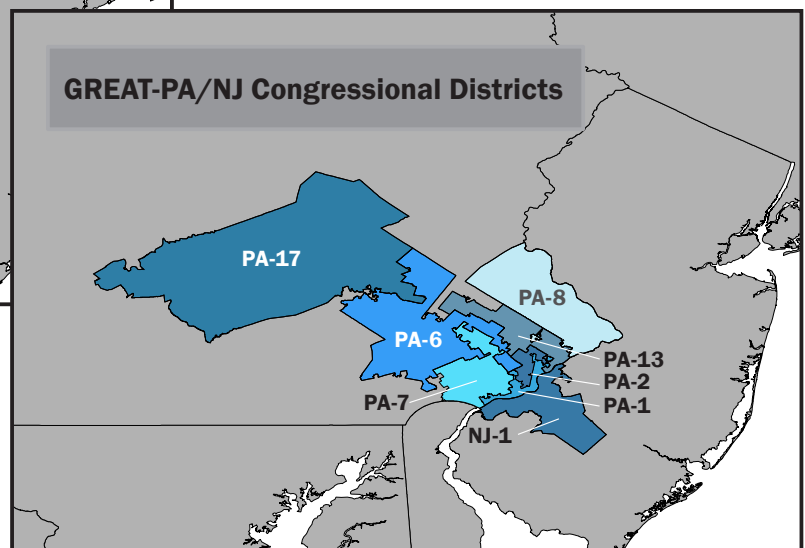
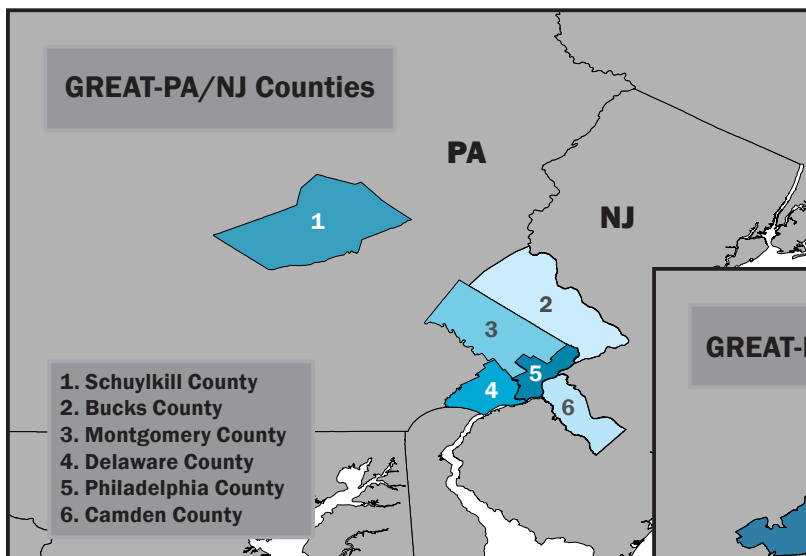
This project is also supported by non-profit groups and foundations such as the Bicycle Coalition of Greater Philadelphia, the Schuylkill River Park Alliance, the Schuylkill Project, the Friends of Ivy Ridge Trail, the East Falls Development Corporation, the Manayunk Development Corporation, the Van Stone Foundation, the William Penn Foundation and the Pew Charitable Trusts.

This proposed project is an example of a transportation project that is designed specifically to make the region a more livable community that is supported financially by 1) state-and municipal level parks and planning agencies, who have environmental, recreational and long-range planning missions, 2) local non-profit development corporations whose priority is economic development, and 3) community organizations and user groups who are seeking to make the Philadelphia metro region's transportation system more accessible and safer for non-motorized forms of transportation.

## GREAT-PA/NJ PROJECT SEGMENTS

Each of the 17 segments are related in that they provide critical connections for the regional network, they meet the criteria for the TIGER grant, and the construction projects will be managed as part of the regional GREAT-PA/NJ initiative. Where they differ is in the type of engineering and construction work that will be required for each segment – for example, certain segments include bridge repair, enhancement and replacement; trail widening for safety enhancement; construction of off-road trail segments in rural, park, and suburban settings; construction of urban trail connectors; and provision of related amenities.

Project		Design Sponsor	County	Congressional District
1	Auburn Bridge Repair	Schuylkill River Heritage Association	Schuylkill	PA-17
2	Manayunk Bridge	Lower Merion Township & Montgomery County	Montgomery	PA-6
3	Schuylkill River Trail - Widening	Montgomery County		PA-6 & 7
4	Schuylkill River Trail - Pottstown			
5	CSX Pedestrian Bridge	City of Philadelphia	Philadelphia	PA-2
6	Walnut Street Gateway	Schuylkill River Development Corporation		PA-2
7	Boardwalk to South Street	Schuylkill River Development Corporation		PA-2
8	Delaware Avenue to Betsy Ross Bridge	Delaware River City Corporation		PA-13
9	Bartram's Garden Trail	Bartram's Garden		PA-1
10	Shawmont to Port Royal Avenue	Philadelphia Department of Parks & Recreation		PA-2
11	58th Street Connector	Pennsylvania Environmental Council		PA-1
12	Marcus Hook	Borough of Marcus Hook	Delaware	PA-7
13	Delaware Canal Trail/ Conrail RR	Pennsylvania Department of Conservation & Natural Resources	Bucks	PA-8
14	Delaware Canal Trail/ US Route 13			
15	Benjamin Franklin Bridge Ramp/Pearl Street	Cooper's Ferry Development Association	Camden	NJ-1
16	Martin Luther King Jr. Boulevard			
17	Pine Street Corridor			



## PROJECT SEGMENT DESCRIPTIONS

1

### **Schuylkill River Trail (SRT) – Auburn Bridge Repair**

**County:** Schuylkill

**Project Length:** 2,500 feet, making viable an approximately 10-mile section between Hamburg, PA and Auburn, PA; and connection to the Appalachian Trail

This project will fill a 2,500-foot linear gap across the Schuylkill River between existing trail segments in Hamburg, Pennsylvania, and Auburn, Pennsylvania. The project will link the trail segments by designing and installing decking over existing bridge piers near Auburn.

**Existing Funding for design (\$100,000) has been secured.**

2

### **Schuylkill River Trail – Manayunk Bridge**

**County:** Montgomery / Philadelphia

**Project Length:** 0.3 mi, connecting the new 5-mile Cynwyd Trail and Lower Merion Township to the Schuylkill River Trail in Manayunk, Philadelphia.

The paving of the extension of the Schuylkill River Trail atop the Manayunk Rail Road Bridge will complete a crucial gap between the Cynwyd Trail to be constructed in Lower Merion Township (fully funded, construction to be completed in 2011) with other sections of the Schuylkill River Trail in Philadelphia. This segment will be a critical link between communities in Montgomery County, such as Lower Merion Township and Cynwyd, with communities across the river, such as Manayunk, East Falls, and Roxborough in Philadelphia. The construction activities required to complete this project are fairly simple, because the bridge underwent structural repairs less than 5 years ago: the ballast surface of the bridge will be cleaned and paved, and appropriate stormwater control measures will be installed.

**Existing Funding:** Montgomery County and Lower Merion Township anticipate design funding from grants from the PA DCNR and general funds in the amount of \$75,000; and construction funding from the same sources in the amount of \$750,000 out of the \$1.3 million needed.

3

### **Schuylkill River Trail – Widening**

**County:** Montgomery

**Project Length:** Approximately 4 miles

This project would widen (from 10 feet to 12 feet) and resurface a 4-mile section of the Schuylkill River Trail constructed in 1988 from Chain Street in Norristown to the Valley Forge Park at Betzwood.

**Existing Funding:** The Design is expected to be funded from Grants from the PA DCNR and Montgomery County general funds.

4

### **Schuylkill River Trail –Tow Path Canal Locks**

**County:** Montgomery

**Project Length:** 1.5 miles, making viable an off-road connection near Phoenixville, PA

This project will provide an historic off-road trail experience along one of the last remaining intact Schuylkill River canal segments while gradually restoring the original character of the canal. The project is expected to be completed in 2010 and will span 1.5 miles along the canal connecting to the main stem of the Schuylkill River Trail at the Longford Road Trailhead and at Route 29 navigating into Phoenixville, Pennsylvania. It is essentially the last link in the Schuylkill River Trail from Philadelphia to Phoenixville. An existing signed on-road trail segment paralleling the tow path will remain in use after the tow path is open in order to accommodate the bike traffic that is inappropriate for the tow path; and the traffic that wants to go into Phoenixville. The County will maintain the tow path, and will work with the Schuylkill Canal Association to continue efforts to restore and enhance the historic canal elements along this section.

**Existing Funding:** The Design has been fully funded from Montgomery County general funds (\$590,000). In addition, \$50,000 in acquisition costs were also used by the County. The construction budget currently needs \$1 million.

5

**Schuylkill River Trail – CSX Pedestrian Bridge**

**County:** Philadelphia

**Project Length:** 750 feet

Located at the current southern terminus of the Schuylkill River Trail in Center City Philadelphia, this bridge will be constructed across a set of active CSX railroad tracks to provide access to the Schuylkill River Trail when the adjacent at-grade crossing is blocked by trains. The project has been mandated by a Federal Court Order. Design services are being provided by HNTB and managed by SRDC and the City of Philadelphia. The bridge will be a truncated arch Pratt Truss with ADA compatible ramps on each end.

**Existing Funding:** The Design is fully funded from a Grant from the PEW Charitable Trusts and general funds from the City of Philadelphia. The construction budget currently has \$1 million in Transportation Enhancement Funds out of the \$5.4 million needed.

6

**Schuylkill River Trail – Walnut Street Gateway**

**County:** Philadelphia

**Project Length:** 1,100 feet

This project will provide enhancements to the Walnut Street Bridge over the Schuylkill River to calm vehicular traffic and make the bridge friendlier to pedestrians and bicyclists. This bridge provides one of the key access points (via a ramp) to the Schuylkill River Trail, and the project will improve this access. The work will consist of widening the sidewalks and adding some aesthetic improvements. Preliminary design is underway by Michael Baker Corporation, with management by the Schuylkill River Development Corporation.

**Existing Funding:** The design has full funding from Federal (80%) and City (20%) funds. The construction has \$1 million in Transportation Enhancement Funds out of the \$3 million needed.

7

**Schuylkill River Trail – Boardwalk Extension Locust Street to South Street**

**County:** Philadelphia

**Project Length:** 2,000 feet

This project will construct a boardwalk along the east bank of the Schuylkill River to link the current terminus of the Schuylkill River Trail at Locust Street to the new South Street Bridge. The boardwalk is a critical goal of Schuylkill River Development Corporation's 2003 Tidal Schuylkill River Master Plan. URS Corp. is near the end of the Preliminary Engineering with management by SRDC. The current South Street Bridge construction project includes a ramp and a stairwell to the proposed boardwalk. The construction of the boardwalk could begin in mid-2010.

**Existing Funding:** The design has Federal (80%) and City (20%) funding. The \$10.6 million construction phase has received funds from Redevelopment Assistance Capital Program (RACP) (\$2.15 million), SAFETEA-LU (\$1.344 million) and the City of Philadelphia (\$250,000).

8

**East Coast Greenway (ECG) – Delaware Avenue Trail, Allegheny Avenue to Betsy Ross Bridge**

**County:** Philadelphia

**Project Length:** 1.5 miles

Study area for Allegheny Avenue includes the land from Richmond Street to the Delaware River; Study area for Delaware Avenue includes land between Allegheny Avenue and the Betsy Ross Bridge. The scope of the project includes data collection, traffic analysis, environmental site assessment, trail design analysis, streetscape improvement recommendations, permitting, and cost estimates.

**Existing Funding:** The design has been fully funded by grants from the PA DCNR and from DVRPC (\$300,000). The \$6.5 million construction phase has received funds from SAFETEA-LU and a Federal earmark (\$4 million).

9

**SRT & ECG – Schuylkill River Trail at Bartram’s Garden**

**County: Philadelphia**

**Project Length: 1.2 miles**

Bartram’s Garden is a National Historic Landmark and part of the National Recreational Trail system. Project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

**Existing Funding: The design has been funded by \$180,000 raised to date from DRVPC, DCNR and CZM. \$100,000 is pending. The Construction budget needs \$2,112,000.**

10

**Schuylkill River Trail – Shawmont Avenue to Port Royal Avenue**

**County: Philadelphia**

**Project Length: 0.3 miles**

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12’ paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

**Existing Funding: The City of Philadelphia anticipates that funding for revising the existing design will be funded by grants from the PA DCNR (announcement in the Fall of 2009) and City of Philadelphia general funds.**

11

**East Coast Greenway – 58th Street Connector Greenway**

**County: Philadelphia**

**Project Length: 1.5 miles**

Public streets and public rights-of-way will be modified to provide a buffered bikeway that will connect the Schuylkill River Trail and Bartram’s Garden to the Cobbs Creek Trail, thus providing a critical link in the East Coast Greenway and economic development opportunities for a neighborhood in Southwest Philadelphia that is woefully underserved by green space and trails.

**Existing Funding: The design has been fully funded by grants from the PA DCNR, DVRPC, and the William Penn Foundation (\$150,000). Seed funding for construction is anticipated to be provided by an earmark request of \$850,000 out of the total construction budget of \$1,850,000.**

12

**East Coast Greenway – Marcus Hook**

**County: Delaware**

**Project Length: 1.5 miles**

This project will provide an off-road bicycle/pedestrian area for a 1.0-mile stretch of State Route 13 (10th Street) through the Borough of Marcus Hook to the state border with Delaware. This project will provide streetscape improvements for the State Road 0013 corridor (Post Road / 10th Street) and State Road 0452 (Market Street). These improvements are divided into three sections: industrial, business, and residential. The industrial section (Delaware/Pennsylvania state line to Green Street) improvements will include an off road multi-purpose path, reduction of the existing cartway (reducing the roadway from four lanes to two lanes, with a dedicated left turn / break down lane), landscaping, signage and restriping of the roadway. The business section (Green Street to the railroad tracks, approximately 170 feet from McClenahan Terrace) improvements will include landscaping, brick pavers and share-the-road signage. The residential section (railroad tracks to Marcus Hook Creek) improvements will include landscaping, signage and striping of the roadway to provide a dedicated bicycle lane. Traffic signals will be replaced throughout the project area.

**Existing Funding: The design has been fully funded by the Borough of Marcus Hook(\$ 250,000 to date). The construction has \$1.5 million in Transportation Enhancement Funds out of the \$4.15 million needed.**

13

**East Coast Greenway – Delaware Canal Trail – Conrail RR**

**County:** Bucks

**Project Length:** Approximately 200 feet of tunnel

A nine-mile section of the Delaware Canal Trail/East Coast Greenway in Bucks County is currently paved and ready to be used. However, two major obstructions and a few minor ones severely restrict its use. The Conrail Railroad track embankment completely blocks the connection of two pieces of this 9-mile section – a pedestrian or biker would have to climb a 25-feet high embankment, cross an unsignalized and active freight railroad track and then climb back down. The PA-DCNR has started design of a tunnel to connect the two sides of the embankment, completed a boundary survey, begun borings for subsurface info, and scheduled the environmental scoping field view meeting. The design is expected to be completed by December of 2009. The designer, HRG, Inc, Harrisburg, PA, is responsible for complete design services and all regulatory permits.

**Existing Funding:** The design has been fully funded by the PA-DCNR (\$200,000). Approximately half of the total construction budget is available from Federal TE funds and state and local matches (\$1.7 million out of total \$3.2 million).

14

**East Coast Greenway – Delaware Canal Trail – Route 13**

**County:** Bucks

**Project Length:** 260 feet of tunnel

A second major obstruction exists where the Delaware Canal Trail / East Coast Greenway crosses US Route 13 in Tulleytown Borough, PA. This is a section of roadway that has interstate interchange characteristics, before US 13 narrows down into a major arterial, but still divided highway format. Design speed for the highway along this section is 45 mph or higher, and no pedestrian or bicycle crossing is available for the trail. The PA DCNR has proposed a 260 feet long tunnel to provide for a safe crossing. The Larson Design Group of Williamsport, PA, is responsible for complete design services and all regulatory permits.

**Existing Funding:** The design has been fully funded by the PA DCNR. Approximately half of the total construction budget is available from Federal TE funds and state and local matches (\$1.7 million out of total \$3.3 million).

15

**Ben Franklin Bridge Access/Pearl Street – Camden, NJ**

**County:** Camden

**Project Length:** 0.51 miles, connecting approximately 10 miles of trails and bikeways

This project will construct on-street bike lanes and a sidewalk pedestrian trail from the terminus of the Ben Franklin Bridge Walkway to Camden County's Wiggins Park Promenade along the Camden Waterfront. It lies adjacent to Rutgers University and Campbell's Field.

**Existing Funding:** The design has been fully funded by Camden County funds.

16

**Martin Luther King Boulevard – Camden, NJ**

**County:** Camden

**Project Length:** 0.76 miles, connecting approximately 10 miles of trails and bikeways

This project will provide significant sidewalk and streetscape improvements and bicycle lanes along the major arterial road of downtown Camden. It would connect the Camden Waterfront and downtown Camden to the \$90 million Campbell's Soup world headquarters redevelopment project to the \$220 million Cooper University Hospital expansion.

**Existing Funding:** The project was designed by the City of Camden using DVRPC grant funding and is currently being redesigned and implemented in coordination with Camden County, Cooper University Hospital and NJDOT.

17

**Pine Street Corridor– Camden, NJ**

**County:** Camden

**Project Total Length:** 0.74 miles, connecting approximately 10 miles of trails and bikeways

This project will build off-road bicycle and pedestrian trails to connect the Camden Waterfront and the current \$90 million Campbell's Soup corporate campus improvements with New Camden Park and Farnham Park, which are both along the Cooper River.

**Existing Funding:** The design has been fully funded by Camden County funds.



## PROJECT MANAGEMENT STRUCTURE

Compared to a larger highway construction project, the GREAT-PA/NJ project will have broader geographic impact – but that impact also comes at the cost of needing a well-thought out Project Management Structure. The GREAT-PA/NJ Coalition has held extensive discussions with Pennsylvania Department of Transportation, New Jersey Department of Transportation, Delaware Valley Regional Planning Commission (the metropolitan planning organization) and has proposed a project management arrangement that is cost-effective and will help make the project a success. It will basically be a three-tiered structure:

A **Program Manager** who will be in charge of financial and administrative reviews of the 17 segments. At the discretion of PennDOT and NJDOT, this position is expected to be either an engineering firm retained by PennDOT or the existing funding review staff at DVRPC (possibly augmented by additional resources). The disbursement of the funds to the next tier of administration will be made through DVRPC, which is accustomed to the role of distributing Federal and state transportation funds in the region (e.g., similar process to a Transportation Enhancement grant).

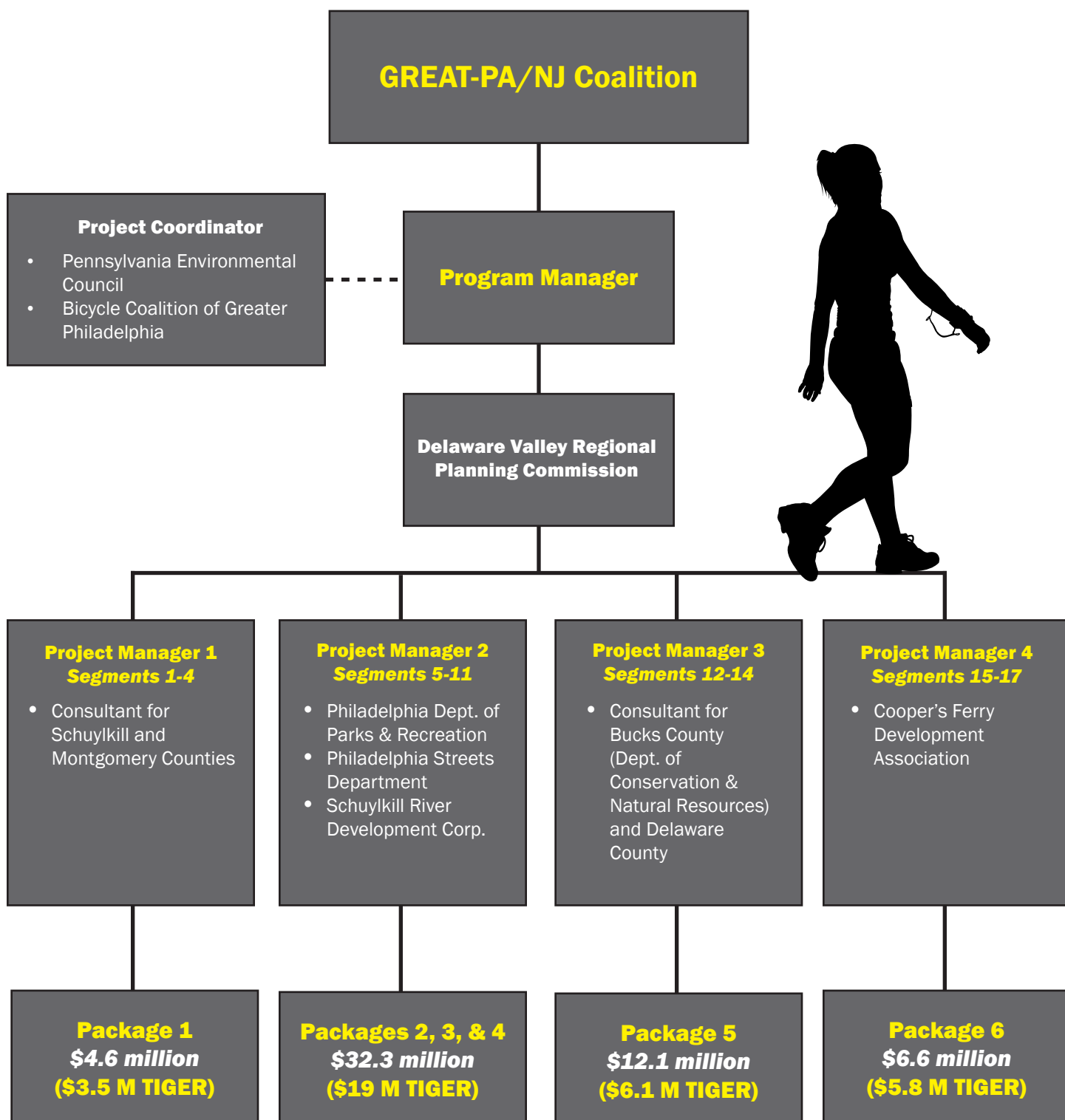
At the middle layers, **Project Managers** for blocks of project segments will receive and manage the funds, as well as prepare and review bids for construction through PennDOT's and NJDOT's electronic bidding systems. Types of project managers might vary. For example, staff of the Montgomery County Planning Commission will manage all segments in Montgomery County; while a consultant will be retained to manage all projects in Schuylkill County. Project Managers for each segment have been identified – they are listed in the table below.

At the bottom tier, each segment will also require the hiring of an independent **Construction Inspection** firm (again, according to PennDOT requirements, and through PennDOT's ECMS bidding process). To help expedite and simplify the process, there will not be 17 separate Construction Inspection contracts let out, but a smaller number of consolidated contracts.

Finally, the Pennsylvania Environmental Council and the Bicycle Coalition will play a region-wide coordination role – coordinating communications and sharing information and lessons learned across all the organizations participating in the coalition. Sarah Clark Stuart, from the Bicycle Coalition of Greater Philadelphia and Spencer Finch from the PEC will be the individuals responsible for this task.

County	Segments	Manager	Coordinator	Organization	Years
Schuylkill	1	Engineering Firm TBD	Craig Morgan	Schuylkill County Conservation District	
			Bob Folwell	Schuylkill River Heritage Association	
Montgomery	2, 3, 4	Mike Stokes		Assistant Planning Director	29
	4	Chris Leswing		Lower Merion Township	15
Philadelphia	5, 8, 10, 11	Stephanie Craighead		Philadelphia Dept. of Parks & Recreation	25
		Darrin Gatti		Philadelphia Streets Dept.	27
	11		Spencer Finch	Pennsylvania Environmental Council	12
	8		Paul Lonie	Delaware River City Corporation	30
	6, 7, 9	Joseph Syrnick P.E., P.L.S.		Schuylkill River Development Corporation	40
		Lane Fike, P.E.		Schuylkill River Development Corporation	39
Bucks & Delaware	12, 13, 14	Engineering Firm TBD	Lou Hufnagle	Delaware County Planning Commission	
			Eugene Comoss	Pennsylvania Department of Conservation & Natural Resources	
Camden (NJ)	15, 16, 17	Anthony Perno	Vice President	Cooper's Ferry Development Association	10
		Tom Corcoran	President & CEO	Cooper's Ferry Development Association	25

## PROJECT MANAGEMENT STRUCTURE





## PROJECT FUNDING SOURCES - AVAILABLE & REQUESTED

The GREAT-PA/NJ project is requesting a total of \$36.0 million from the TIGER grant program, out of a total project cost of approximately \$54.8 million. The budget will be allocated to different segments in accordance with the table below.



The sources of the available funding range from existing Federal Transportation Enhancements funding and earmarks, to state and foundation funding for design (for example, PA DCNR Community Conservation and Partnership Program, William Penn Foundation, PADEP Coastal Zone Management Program), to local contributions for construction (mostly from Philadelphia and Montgomery Counties).

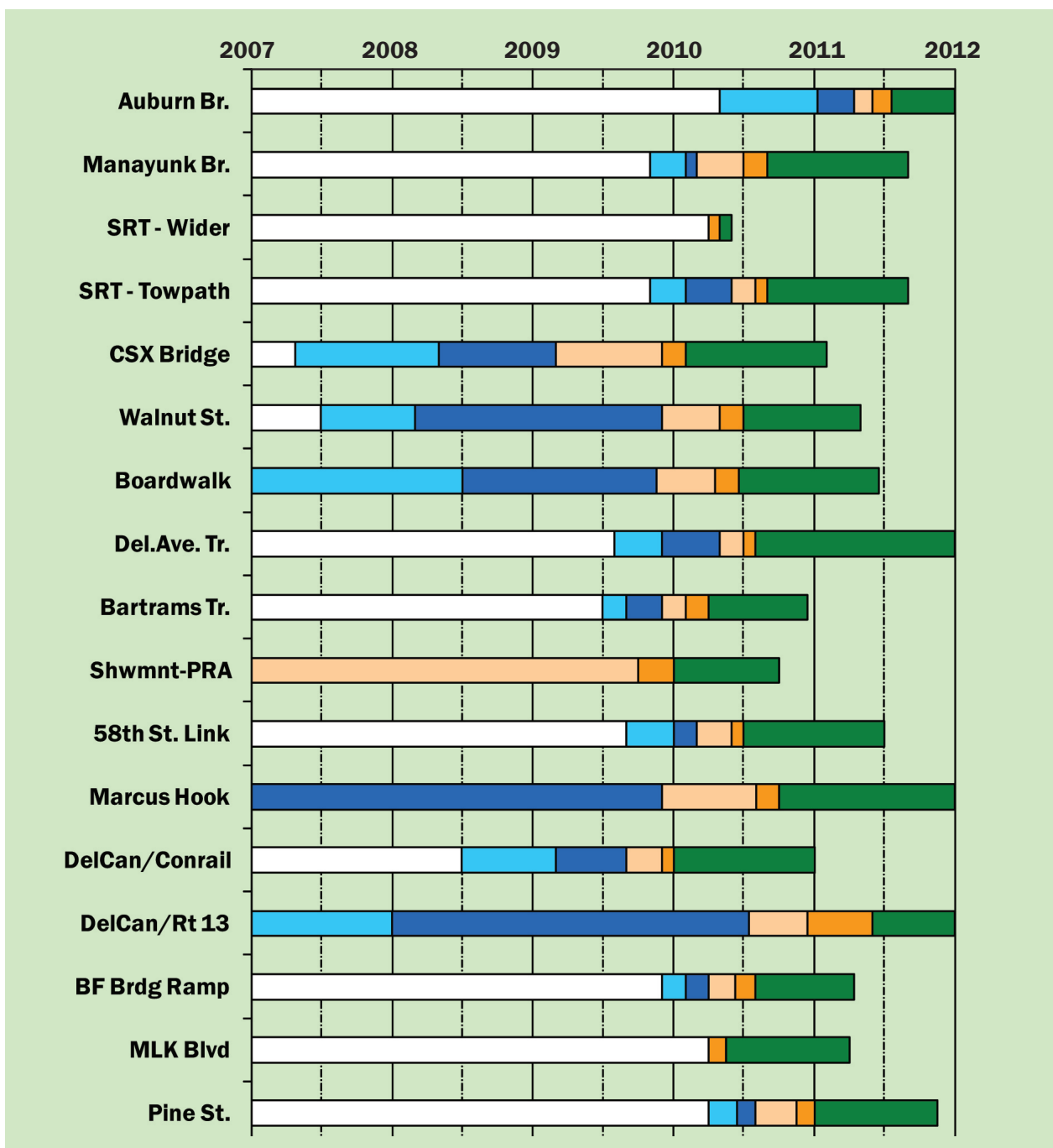
The total percentage of project costs paid for by TIGER will be approximately 63 percent. **The additional percentage share of all parties providing funds will add up to a very significant 37 percent.**

Project		County	Cost	Available	Request
1	Auburn Bridge Repair	Schuylkill	1.8	0.1	1.7
2	Manayunk Bridge	Montgomery	1.3	0.8	0.5
3	Schuylkill River Trail - Widening	Montgomery	0.2	0.0	0.2
4	Schuylkill River Trail - Pottstown	Montgomery	1.7	0.6	1.1
5	CSX Pedestrian Bridge	Philadelphia	5.4	1.0	4.4
6	Walnut Street Gateway	Philadelphia	3.2	1.0	2.2
7	Boardwalk to South Street	Philadelphia	10.6	5.0	6.9
8	Delaware Avenue to Betsy Ross Bridge	Philadelphia	6.8	4.3	2.5
9	Bartram's Garden Trail	Philadelphia	2.7	0.3	2.4
10	Shawmont to Port Royal Avenue	Philadelphia	1.0	0.0	1.0
11	58th Street Connector	Philadelphia	2.0	1.0	1.0
12	Marcus Hook	Delaware	4.8	1.8	3.0
13	Delaware Canal Trail/Conrail RR	Bucks	3.2	1.7	1.5
14	Delaware Canal Trail/US Route 13	Bucks	3.3	1.7	1.6
15	Benjamin Franklin Bridge Ramp/Pearl Street	Camden	1.9	0.0	1.9
16	Martin Luther King Jr. Boulevard	Camden	2.8	0.8	2.0
17	Pine Street Corridor	Camden	1.9	0.0	1.9
Program Management			0.2	0.0	0.2
<b>TOTAL (million)</b>			<b>\$54.8</b>	<b>\$18.8</b>	<b>\$36.0</b>

## CONSTRUCTION SCHEDULE

In assembling the group of segments that make up the GREAT-PA/NJ project, another consideration was the capacity and the most efficient use of program management, project management, and project approval and review resources. The Coalition held extensive discussions with DVRPC and PennDOT in particular (but with many other agencies as well); and examined the complexity of construction for each segment, to come up with a workable construction schedule.

The schedule developed basically consists of three seasons of construction kick-offs: the first as soon as TIGER funds are made available in the Spring of 2010; the second in the Summer of 2010, as many projects wind down to the end of the design, permitting, and design approval process; and finally, in the Fall of 2010 for the other projects on the list. See the project schedule chart below for more information.

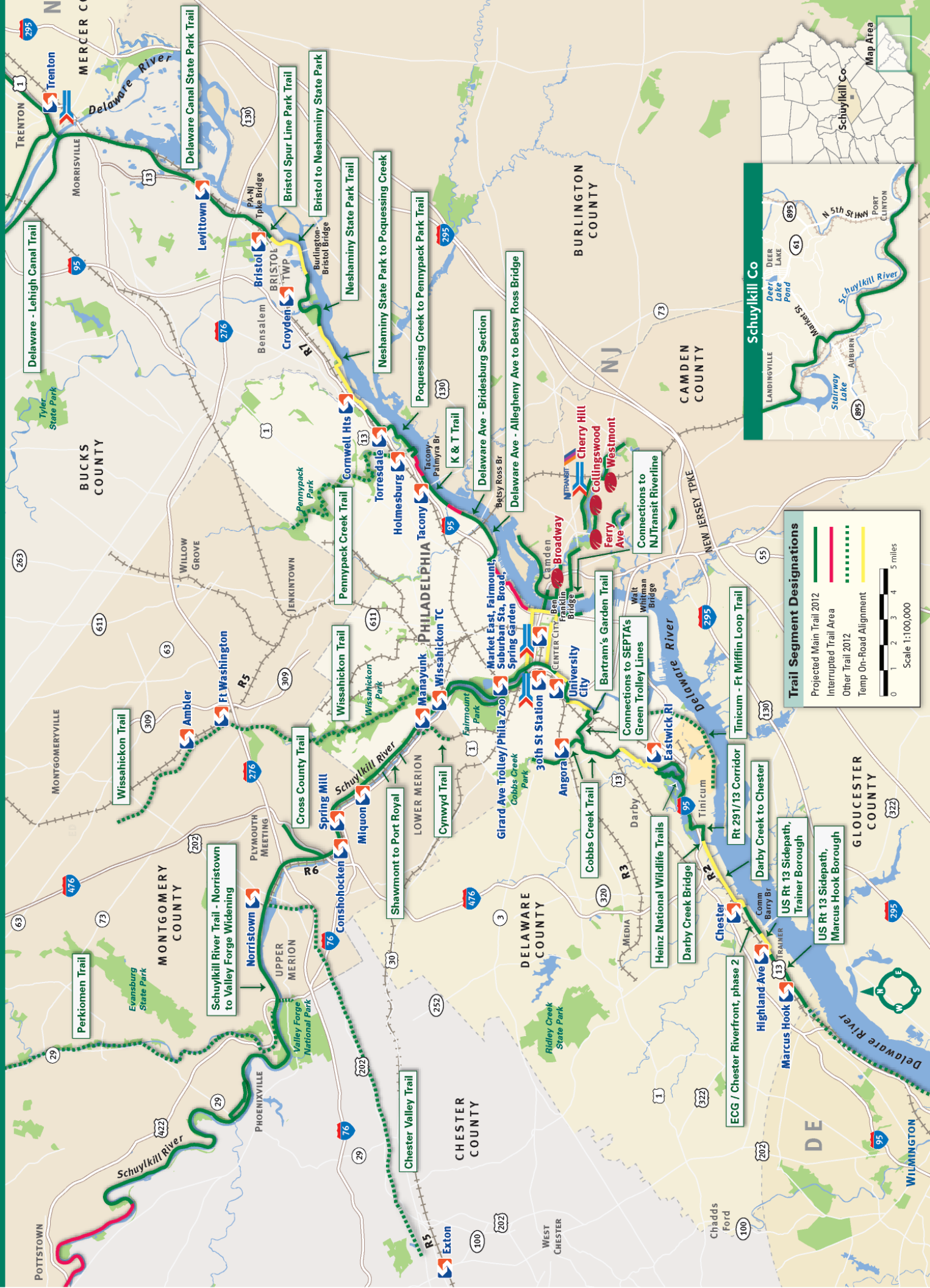


## DETAILS OF ENVIRONMENTAL REVIEW STATUS - GREAT PA/NJ

The segments included in this application underwent a preliminary screening, conducted by the Pennsylvania Environmental Council with the assistance of DVRPC and PennDOT Environmental Review staff. Several other segments had been submitted for review, and were not included in this application because those performing the screening did not consider that those segments could meet the permitting requirements and timeline set in the TIGER program. Below are the details of the NEPA status and environmental permits for the segments that did pass this screening process:

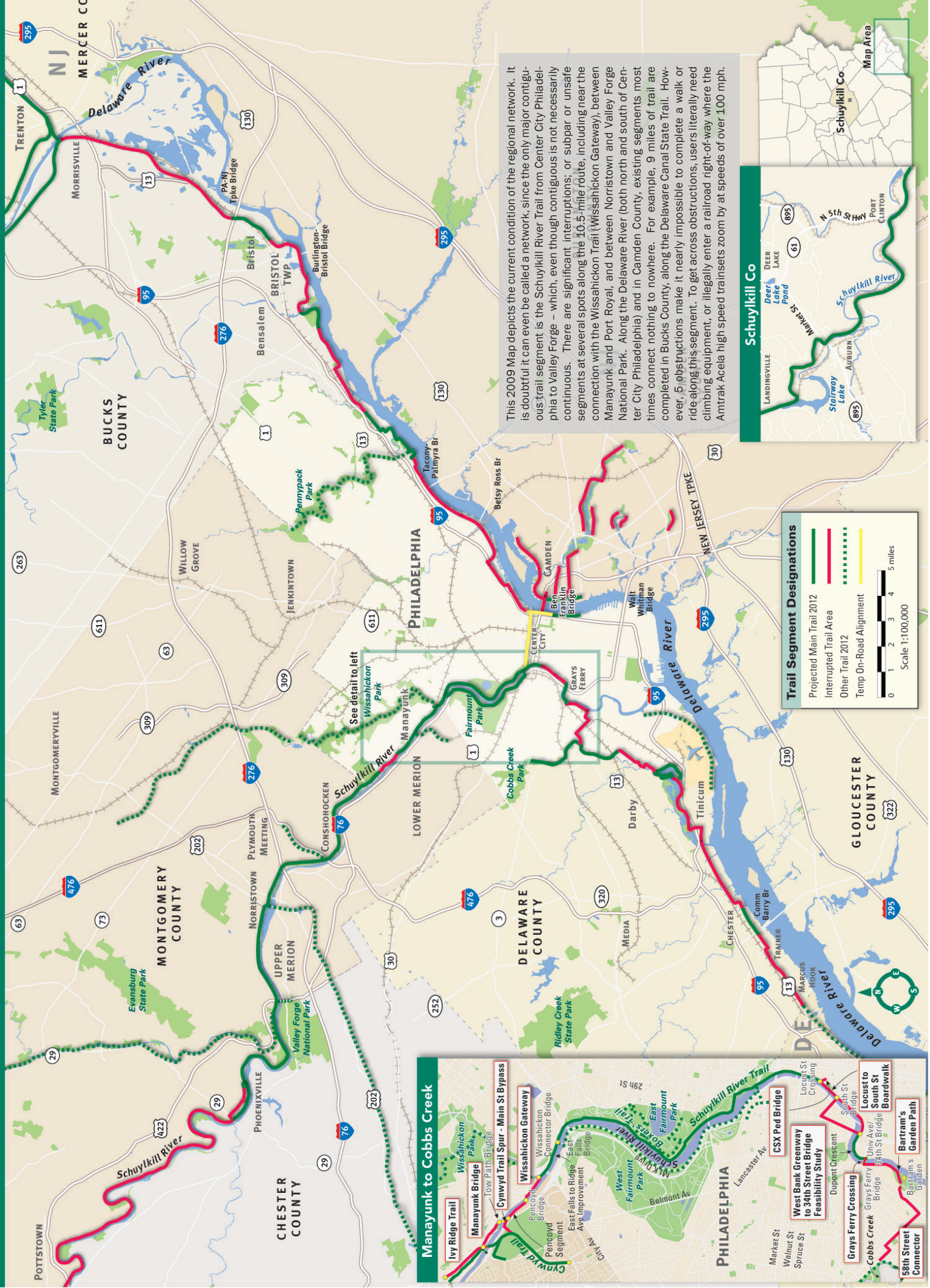
	Project	County	Type of Environmental Review Expected	Current Status	Date Enviro Review Completion Obtained / Expected	Other PennDOT / NJDOT Approvals Already Obtained	Expected Bid Date	Comments
1	Auburn Bridge Repair	Schuylkill	CE 1b / PADEP General Permit	Previous approval / review needed	12/1/2010		6/1/2011	Simple bridge re-decking project. Feasibility study done in 2000 and 2001. Boundary and topographic survey was prepared based on the original bridge drawings; a cursory bridge report was completed; permits, process, and approvals were determined with PennDOT; and an Environmental Scoping Field View was conducted. Environmental approvals were obtained for larger trail section, but bridge work was not completed due to budgetary constraints. At this time, implementing agencies expect that a review of the original environmental documentation and a general permit (PADEP GP-11) for the bridge work will suffice
2	Manayunk Bridge	Montgomery	CE 1b / PADEP General Permit	Scheduled to Begin	2/1/2010		7/1/2010	
3	SRT - Widening	Montgomery	CE 1a	Previous approval / review needed	11/1/2009		4/1/2010	Simple trail widening project. Categorical exclusion was previously approved during original trail construction, but since time has passed will be reviewed once again. Implementing agencies expect no significant issues.
4	SRT - Towpath	Montgomery	CE 1b / PADEP Maintenance / USACE Joint	Approval Pending	10/1/2009		8/1/2010	Erosion and Sedimentation permit has been obtained. PADEP will be viewing this project as a maintenance of the existing tow path; a complete Joint permit application was submitted to the Army Corps in August and a permit is expected soon. Township erosion and sedimentation approval is required just prior to earth moving activities. Letter from the Fish and Wildlife Service gives approval for construction provided that construction activities do not take place during the red belly turtle mating season- May 15 through October. This should not impact expected construction work that could be completed from February through May 1. If additional work is needed that could be completed in the fall of 2010.
5	CSX Ped Bridge	Philadelphia	CE 2 / PADEP & USACE Joint Permit	Approval Pending	10/1/2009	TS&L Approved, Fdn Approval and H&H Approval pending	12/1/2009	CE Level 2 is approved 106 Approval pending
6	Walnut St. Gateway	Philadelphia	CE 1a	In process	2/1/2010		5/1/2010	Prel. Eng. Nearly complete. No permitting is expected to be needed, because project will consist primarily of surface improvements on bridge (widening sidewalk, streetscape enhancements).
7	Boardwalk to South St.	Philadelphia	CE 2 / PADEP & USACE Joint Permit	In process	2/1/2010		4/1/2010	Prel. Eng. pending CE is pending 106 is pending FEMA is pending
8	DelAve- Aigh to BR Brog	Philadelphia	CE 1b / NPDES for Constr	Scheduled to Begin	4/1/2010		7/1/2010	Design kicked off in August 2009.
9	Bartrams Trail	Philadelphia	CE 1b / NPDES for Constr	Scheduled to Begin	12/1/2009		2/1/2010	Design kicked off in September 2009.
10	Shmmt to Port Royal Ave.	Philadelphia	CE 1b / NPDES for Constr	In process	10/1/2009		10/1/2009	Design is complete and ERSA PWD, PA DEP, Streets Department permits are in process of being obtained
11	58th St. Greenway	Philadelphia	CE 1a	Scheduled to Begin	1/1/2010		6/1/2010	Design kicked off in September 2009.
12	Marcus Hook	Delaware	CE 1b / NPDES for Constr	Approval Pending	10/30/2009	Safety Review Approved. Utility and Traffic Submissions Others pending.	2/1/2010	CEE PHASE 1 Submitted online; SAFETY Revised Submission -Submitted 5/15/09 - APPROVED: UTILITY Currently coordinating revised layout with several of the utilities; TRAFFIC Submitted 5/29/09 - ADDRESSING COMMENTS; ROW Project does not require Right-of-Way takes. A letter stating this will be submitted prior to the construction submittal; CONSTRUCTION Anticipated date 8/31/09; PS&E Anticipated date 10/30/09; LET (Bid Opening) March 2010
13	Del Canal Tr./ Conrail RR	Bucks	CE 1b / NPDES for Constr	In process	12/1/2009		6/1/2010	
14	Del Canal Tr./ Route 13	Bucks	CE 1b / NPDES for Constr	Approval Pending	12/1/2009		12/15/2010	CEE PHASE 1 Submitted online; others pending; CONSTRUCTION Anticipated date 12/1/2010 or sooner; PS&E Anticipated date 10/30/10; LET (Bid Opening) March 2010
15	B.F Bridge Ramp/ Pearl St.	Camden	CE 1b / NPDES for Constr	Scheduled to Begin	4/1/2010		6/10/2010	
16	MLK Blvd	Camden	CE 1b / NPDES for Constr	Approval Pending	12/1/2009		2/15/2010	Design is nearing completion and NJDOT is reviewing environmental submission.
17	Pine St. Corridor	Camden	CE 1b / NPDES for Constr	Scheduled to Begin	8/1/2010		11/15/2010	

# Transit Connections Map - GREAT - PA/NJ





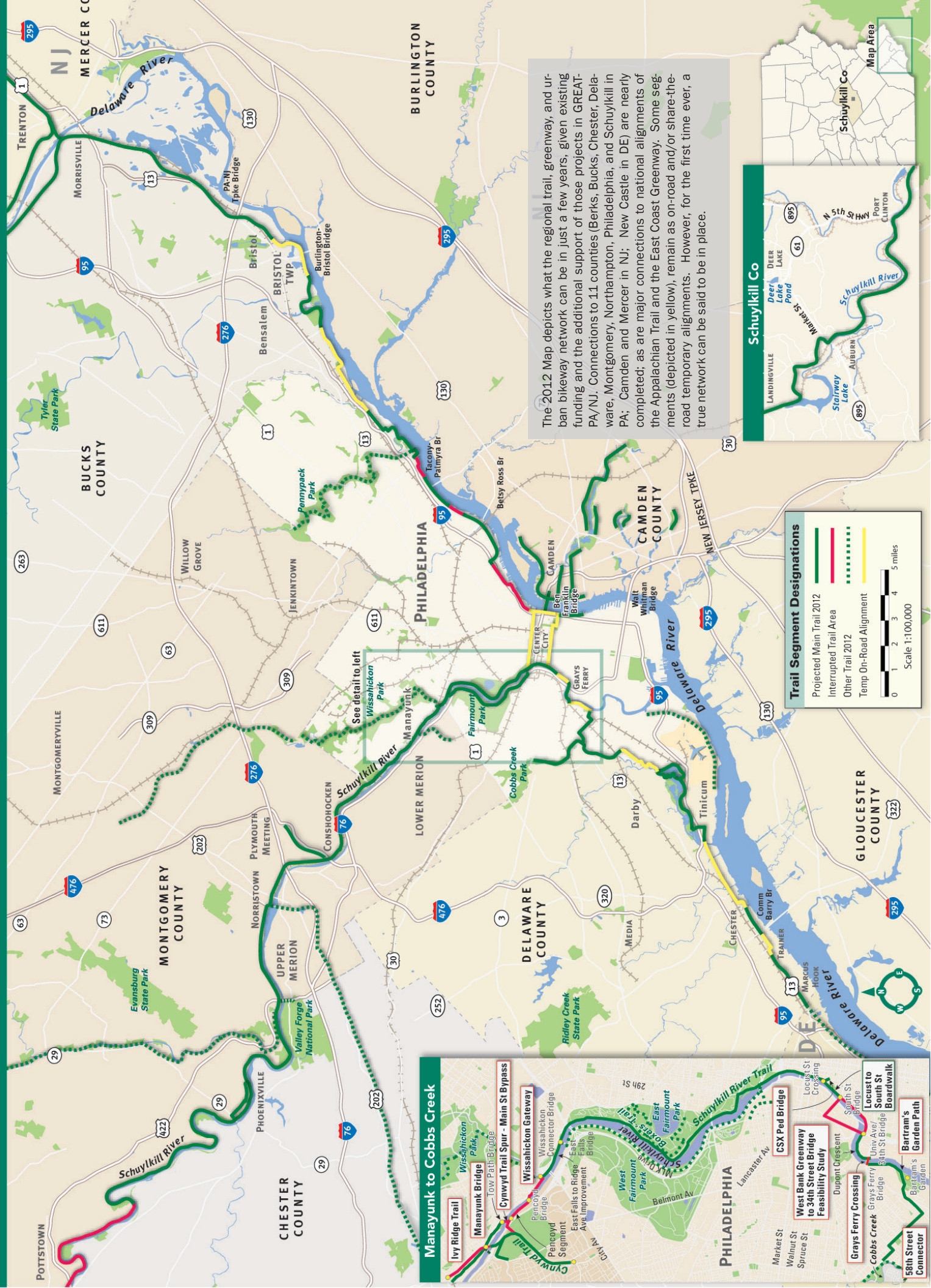
# 2009 Regional Trail and Greenway Network - GREAT - PA/NJ



This 2009 Map depicts the current condition of the regional network. It is doubtful it can even be called a network, since the only major contiguous trail segment is the Schuylkill River Trail from Center City Philadelphia to Valley Forge - which, even though contiguous is not necessarily continuous. There are significant interruptions; or subpar or unsafe segments at several spots along the 10.5-mile route, including near the connection with the Wissahickon Trail (Wissahickon Gateway), between Manayunk and Port Royal, and between Norristown and Valley Forge National Park. Along the Delaware River (both north and south of Center City Philadelphia) and in Camden County, existing segments most times connect nothing to nowhere. For example, 9 miles of trail are completed in Bucks County, along the Delaware Canal State Trail. However, 5 obstructions make it nearly impossible to complete a walk or ride along this segment. To get across obstructions, users literally need climbing equipment, or illegally enter a railroad right-of-way where the Amtrak Acela high speed trainsets zoom by at speeds of over 100 mph.



# Projected 2012 Regional Trail and Greenway Network - GREAT - PA/NJ





## CONCLUSION

### **GREAT-PA/NJ will complete the region's first ever integrated, multi-county bicycle and pedestrian network.**

It is significant because it will generate jobs in a broad region and in a cost-effective and efficient manner. It is significant because it is a project that resulted from a unique regional and bi-state collaborative effort and because the partners have developed a well-thought out project management structure.

It is significant, above all, because of its incredible potential and future positive impact – an impact that covers not only the Eastern half of Pennsylvania and the Southern half of New Jersey, but that will also extend to the completion of national goals such as more walkable, bikeable and livable downtowns and neighborhoods; and a complete East Coast Greenway.

By adding 16.3 miles of new bicycle/pedestrian trails and repaired bridge crossings, the regional network will marry the Schuylkill River Trail and the East Coast Greenway systems, and build a whole that is greater than the sum of its parts.

The region's livability will be enhanced by increasing active transportation, connecting residential neighborhoods to commercial corridors and places of work, connecting residents to transit stops, sparking economic development, enhancing underserved

neighborhoods' access to green space and alternatives modes of transportation and improving public health.

The region's sustainability will be enhanced by decreasing vehicle miles travelled, improving air quality and promoting regional and local riverfront redevelopment.

GREAT-PA/NJ enjoys wide support from all walks of life – attached to this application you will find letters of support from at least twelve federal, nine state and four local elected officials, the region's MPO and over twenty non-profit organizations.

Years of planning, public outreach, design and engineering work have been expended by an array of public agencies, non-profit organizations and private foundations on these projects. Consequently, the projects in this proposal are now queued up and poised for this TIGER Discretionary Grant Program.

We urge the US Department of Transportation to favorably consider this application, on behalf of the multiple applicants and millions of residents of Pennsylvania and New Jersey.

**GREAT-PA/NJ will create jobs, helping turn our economy around. But its legacy will be to transform large portions of the nation's Mid-Atlantic region and its transportation infrastructure at relatively low cost. Its legacy will be a more sustainable, livable and economically competitive region and nation – a great asset for future generations.**

## Federal Wage Rate Certification

The applicants certify that they will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the Recovery Act.

## Additional Contacts

*Delaware Valley Regional Planning Commission (DVRPC)*  
Ryan Gallagher  
8th Fl, 190 North Independence Mall West  
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*Schuylkill River Heritage Area (SRHA)*  
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RFolwell@schuylkillriver.org  
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*Lower Merion Township and Montgomery County, Pennsylvania*  
Chris Leswing, Assistant Director, Planning (610) 645-6116  
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*City of Philadelphia, Pennsylvania, Mayor's Office of Transportation & Utilities*  
Rina Cutler, Deputy Mayor, Transportation & Utilities  
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Philadelphia, PA 19102

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*Bartram's Garden*  
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*City of Philadelphia Parks & Recreation Department*  
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*Pennsylvania Environmental Council (PEC)*  
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*Borough of Marcus Hook*  
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*Delaware County Planning Department*  
Lou Hufnagle  
HufnagleL@co.delaware.pa.us  
201 W. Front Street, Media, PA 19063  
(610) 891-5379

*Coopers Ferry Development Association (CFDA)*  
Jacob A. Gordon, Esq., Project Manager  
(856) 757-9154  
jake@camdenwaterfront.com  
One Port Center, Suite 501  
2 Riverside Drive, Camden, New Jersey 08103

*Sarah Clark Stuart, Campaign Director Bicycle Coalition of Greater Philadelphia*  
1500 Walnut St, Ste. 1107  
Philadelphia, PA, 19102  
sarah@bicyclecoalition.org

*Rich Brahler, Bucks Co. Planning Comm.*  
rgbrahler@co.bucks.pa.us

*Paul Lonie, Delaware River City Corp.*  
plonie@drcc-phila.org

# **Congressional Letters of Support**

Senator Arlen Specter

Senator Robert P. Casey

Senator Frank Lautenberg

Senator Robert Menendez

Congressman Rob Andrews

Congressman Robert Brady

Congressman Jim Gerlach

Congressman Joe Sestak

Congressman Patrick Murphy

Congressman Tim Holden

Congressman Chaka Fattah

Congresswoman Alyson Schwartz\*

To be mailed separately to U.S. Department of Transportation



United States Senate

WASHINGTON, DC 20510-3802  
specter.senate.gov

COMMITTEES:  
JUDICIARY  
APPROPRIATIONS  
ENVIRONMENT AND  
PUBLIC WORKS  
VETERANS' AFFAIRS  
AGING

September 11, 2009

Heideh Shahmoradi  
Acting Deputy Assistant Secretary for Governmental Affairs  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Shahmoradi,

I am writing to you today on behalf of a coalition of Pennsylvania and New Jersey counties, which, it is my understanding, has submitted a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ).

I am told that GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region. I have been advised that this set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. I have been informed that a more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Finally, it is my understanding, that building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

As it appears these bicycle and pedestrian paths will better serve the community and reduce the carbon emissions of its people, I urge you to give their application your full and fair consideration for funding approval. Please direct your reply to my Director of Special Projects, Robert Jones, at 711 Hart Senate Office Building, Washington, D.C. 20510.

Sincerely,



Arlen Specter

AS/rj

ROBERT P. CASEY, JR.  
PENNSYLVANIA

COMMITTEES:  
AGRICULTURE, NUTRITION,  
AND FORESTRY  
FOREIGN RELATIONS  
HEALTH, EDUCATION,  
LABOR, AND PENSIONS  
SPECIAL COMMITTEE ON AGING  
JOINT ECONOMIC

United States Senate  
WASHINGTON, DC 20510

September 11, 2009

The Honorable Ray LaHood  
Secretary  
The U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

It is my understanding that Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) has submitted an application for a TIGER Discretionary Grant through the Department of Transportation. The purpose of this letter is to urge you to give full and fair consideration to this proposal.

I have been informed that GREAT-PA/NJ, a coalition of Pennsylvania and New Jersey counties, has proposed to design and construct a number of trail segments within Eastern Pennsylvania and Southern New Jersey. I have been advised that these trail segments will close existing bicycle trail gaps and connect several pedestrian and bicycle networks. According to GREAT-PA/NJ, the current set of trails that exist today is incomplete. As it appears, the sustainability and development of these greenways are consistent in our ongoing attempts to encourage more energy efficient methods of travel and transportation.

Thank you in advance for the consideration of my views. Please include this letter in the official record of the application. Consistent with all applicable laws, rules and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments or concerns, please feel free to contact me or my staff at (215) 405-9660.

Sincerely,



Robert P. Casey, Jr.  
United States Senator



COMMITTEES

APPROPRIATIONS

COMMERCE, SCIENCE, AND  
TRANSPORTATION

ENVIRONMENT AND  
PUBLIC WORKS

United States Senate

WASHINGTON, DC 20510

September 14, 2009

Secretary Ray LaHood  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

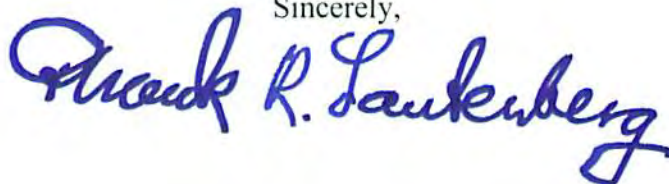
Dear Secretary LaHood:

I am writing in support of the coalition of New Jersey and Pennsylvania counties' application proposal, the Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ), for the Transportation Investing Generating Economic Recovery (TIGER) Discretionary Grant. If awarded funding, GREAT-PA/NJ proposes to construct bicycle and pedestrian train segments that would connect networks in Eastern Pennsylvania and the Southern New Jersey Region.

A completed network of trails will improve the region's ability to meet greenhouse gas emission caps and reduce miles traveled per vehicle. Finally, the trail will also connect several development projects, including the multi-million dollar expansion of Cooper University Hospital and Campbell's Soup Corporation. I strongly agree that such a project will be of great economic benefit to the State of New Jersey.

I appreciate your review of this application and urge your favorable consideration.

Sincerely,



ROBERT MENENDEZ  
NEW JERSEY

COMMITTEES:  
BANKING, HOUSING, AND URBAN  
AFFAIRS  
BUDGET  
ENERGY AND NATURAL RESOURCES  
FINANCE  
FOREIGN RELATIONS

## United States Senate

WASHINGTON, DC 20510-3005

September 4, 2009

528 SENATE HART OFFICE BUILDING  
WASHINGTON, DC 20510  
(202) 224-4744

ONE GATEWAY CENTER  
11TH FLOOR  
NEWARK, NJ 07102  
(973) 645-3030

208 WHITE HORSE PIKE  
SUITE 18-19  
BARRINGTON, NJ 08007  
(856) 757-5353

The Hon. Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

A coalition of Pennsylvania and New Jersey counties submitted a project titled "Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey" (GREAT-PA/NJ) to the Transportation Investments Generating Economic Recovery (TIGER) grant program. I am writing to offer my strong support for this application.

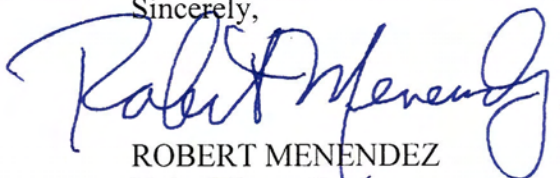
As our nation moves to adopt a more responsible energy policy, we will need to reduce our emissions. This certainly includes reducing the amount of vehicles on our roads. GREAT-PA/NJ contributes to this cause by drafting a proposal which encourages pedestrian-oriented development. GREAT-PA/NJ proposes opening up trail networks in their respective states to encourage sustainability and push active-transportation to utilize the many mass-trans opportunities in the Greater Philadelphia region. As Chairman of the Senate Banking Subcommittee on Housing, Transportation and Urban Development, I have held hearings and wrote legislation to encourage plans exactly like this.

In my state specifically, GREAT-PA/NJ plans to open up a trail network which connects the Cooper River Park and the Ulysses S. Wiggins Park to the pedestrian and bicycle-accessible Ben Franklin Bridge. If this project is funded, New Jersey working families in urban areas, such as Camden, and suburban areas, like Pennsauken and Cherry Hill, may enjoy the beauty of their local parks while travelling to their jobs in Philadelphia or Trenton. Best of all, they'll never have to step foot in a car. As major redevelopment projects and jobs grow in Camden, local residents will have additional, more eco-friendly options to get to work.

Furthermore, this plan puts people back to work. In the short-term, jobs will be created to build the trail networks. In the long-term, the Greater Philadelphia region will become an even more attractive area for redevelopment and growth.

I supported the recovery package to create and maintain jobs in the short-term, and lay the foundation for a stronger economy in the long-term. Since this project is in line with the heart of this legislation, I am proud to count myself among its supporters.

Sincerely,



ROBERT MENENDEZ  
United States Senator



**ROBERT E. ANDREWS**

FIRST DISTRICT, NEW JERSEY

COMMITTEES:

**EDUCATION AND LABOR**

CHAIRMAN, SUBCOMMITTEE ON  
HEALTH, EMPLOYMENT, LABOR  
AND PENSIONS (HELP)

MEMBER, SUBCOMMITTEE ON HIGHER EDUCATION,  
LIFELONG LEARNING, AND COMPETITIVENESS

**ARMED SERVICES**

MEMBER, SUBCOMMITTEE ON  
OVERSIGHT AND INVESTIGATIONS

MEMBER, SUBCOMMITTEE ON TERRORISM AND  
UNCONVENTIONAL THREATS AND CAPABILITIES

**BUDGET COMMITTEE**

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3001**

September 9, 2009

PLEASE REPLY TO:

- ☐ 2439 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-6501
- ☐ 506-A WHITE HORSE PIKE  
HADDON HEIGHTS, NJ 08035  
(856) 546-5100
- ☐ 63 NORTH BROAD STREET  
WOODBURY, NJ 08096  
(856) 848-3900

WEBSITE:

[www.house.gov/andrews](http://www.house.gov/andrews)

The Honorable Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called, Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, connect and enhance several bicycle and pedestrian trail networks in the Eastern Pennsylvania and the Southern New Jersey Region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles traveled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

Specifically to New Jersey, the trail network in Camden County would be expanded to connect the Ben Franklin Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is a crucial connection to South Jersey. The proposed trail segments will connect these County Parks providing necessary active transportation opportunities between Philadelphia, the Camden Waterfront and the New Jersey suburbs. The trails will connect with important on going development projects in the region, including the multimillion dollar expansions of Cooper University Hospital and Campbell's Soup Corporation.

I am extremely supportive of this proposal and urge your favorable consideration. In addition, if you could keep me updated on any significant developments that would be greatly appreciated.

Sincerely,



Robert Andrews  
Member of Congress

ROBERT A. BRADY  
1ST DISTRICT, PENNSYLVANIA

COMMITTEES:

HOUSE ADMINISTRATION  
CHAIRMAN

JOINT COMMITTEE ON PRINTING  
CHAIRMAN

ARMED SERVICES  
SUBCOMMITTEE ON  
TACTICAL AIR AND LAND FORCES

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-3801

September 14, 2009

206 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3801

(202) 225-4731  
FAX: (202) 225-0088

1907 SOUTH BROAD STREET  
PHILADELPHIA, PA 19148  
(215) 389-4627  
FAX: (215) 389-4636

THE COLONY BUILDING  
511-13 WELSH STREET  
1ST FLOOR  
CHESTER, PA 19013  
(610) 874-7094  
FAX: (610) 874-7193

2630 MEMPHIS STREET  
PHILADELPHIA, PA 19125  
(215) 426-4616  
FAX: (215) 426-7741

[www.brady.house.gov](http://www.brady.house.gov)

RE: TIGER Grant – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted in mid-September to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

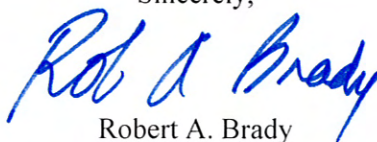
The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key “spines” of the network, the *Schuylkill River Trail* and the *East Coast Greenway*, and create connections to communities that lack green space and transportation alternatives.

A complete and contiguous bicycle/pedestrian network will enhance our region’s sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.

Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely,



Robert A. Brady  
Member of Congress

CHAKA FATTAH  
2ND DISTRICT, PENNSYLVANIA

WASHINGTON OFFICE:  
2301 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
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DISTRICT OFFICES:  
4104 WALNUT STREET  
PHILADELPHIA, PA 19104  
(215) 387-6404  
6632 GERMANTOWN AVENUE  
PHILADELPHIA, PA 19119  
(215) 848-9386



**Congress of the United States**  
**House of Representatives**

COMMITTEES:

**COMMITTEE ON APPROPRIATIONS**

COMMERCE, JUSTICE, SCIENCE, AND  
RELATED AGENCIES SUBCOMMITTEE  
ENERGY AND WATER DEVELOPMENT  
SUBCOMMITTEE  
FINANCIAL SERVICES AND GENERAL  
GOVERNMENT SUBCOMMITTEE

September 14, 2009

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**


Dear Secretary LaHood:

I am writing to express my support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, as well as connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and in the South New Jersey region. This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, improve the region's ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive.

Building the trail segments will create jobs, and a more completed trail system will enhance regional economic development. I am extremely supportive of this proposal and urge your favorable consideration. Please do not hesitate to contact me or Brenden Chainey of my staff at 202-225-4001, or via e-mail at [Brenden.Chainey@mail.house.gov](mailto:Brenden.Chainey@mail.house.gov) if you have any questions or concerns.

Very truly yours,

  
Chaka Fattah  
Member of Congress

JIM GERLACH

6TH DISTRICT, PENNSYLVANIA

HOUSE COMMITTEE ON FINANCIAL SERVICES  
SUBCOMMITTEE ON CAPITAL MARKETS, INSURANCE AND  
GOVERNMENT SPONSORED ENTERPRISES  
SUBCOMMITTEE ON FINANCIAL INSTITUTIONS AND  
CONSUMER CREDIT

HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT  
SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS  
MATERIALS

LAND CONSERVATION CAUCUS, CO-CHAIRMAN

308 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-4315  
FAX: (202) 225-8440

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3806**

September 4, 2009

The Honorable Raymond L. Lahood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Honorable Lahood:

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a small number of important trail segments that would significantly close existing gaps and connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and Southern New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

With kind regards, I am

Sincerely,



Jim Gerlach  
Member of Congress

JG: ss

CC: Bicycle Coalition of Greater Philadelphia

DISTRICT OFFICES:

**BERKS COUNTY**  
501 NORTH PARK ROAD  
WYOMISSING, PA 19610  
(610) 376-7630  
FAX: (610) 376-7633

**CHESTER COUNTY**  
111 EAST UWCHLAN AVENUE  
EXTON, PA 19341  
(610) 594-1415  
FAX: (610) 594-1419

**MONTGOMERY COUNTY**  
580 MAIN STREET, SUITE 4  
TRAPPE, PA 19426  
(610) 409-2780  
FAX: (610) 409-7988



COMMITTEES:  
VICE CHAIRMAN-AGRICULTURE

Chairman-CONSERVATION, CREDIT,  
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LIVESTOCK, DAIRY, AND POULTRY

TRANSPORTATION  
AND INFRASTRUCTURE

HIGHWAYS AND TRANSIT

AVIATION



CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES

TIM HOLDEN

17TH DISTRICT, PENNSYLVANIA

[www.holden.house.gov](http://www.holden.house.gov)

2417 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3817  
(202) 225-5546

September 10, 2009

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood:

I write today in support of a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties. The grant stems from the American Recovery and Reinvestment Act of 2009 (ARRA).

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region. This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. Pennsylvania's and New Jersey's application fits the criteria in the stimulus package. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles traveled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

Thank you for your time and full consideration of this request. If you have any questions, please do not hesitate to contact me.

Sincerely,

Tim Holden  
Member of Congress

TH/kp

☐ SRBC OFFICE BUILDING  
1721 NORTH FRONT STREET, SUITE 105  
HARRISBURG, PA 17102  
(717) 234-5904

☐ 758 CUMBERLAND STREET  
LEBANON, PA 17042  
(717) 270-1395

☐ 101 NORTH CENTRE STREET, SUITE 303  
POTTSVILLE, PA 17901  
(570) 622-4212

☐ 4918 KUTZTOWN ROAD  
TEMPLE, PA 19560  
(610) 921-3502

CONGRESSMAN PATRICK J. MURPHY  
EIGHTH CONGRESSIONAL DISTRICT, PENNSYLVANIA

HOUSE ARMED SERVICES COMMITTEE  
MILITARY PERSONNEL SUBCOMMITTEE  
TERRORISM AND UNCONVENTIONAL THREATS  
AND CAPABILITIES SUBCOMMITTEE

HOUSE PERMANENT SELECT  
COMMITTEE ON INTELLIGENCE



**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

1609 LONGWORTH BUILDING  
WASHINGTON, DC 20515  
PHONE: (202) 225-4276  
FAX: (202) 225-9511

BRISTOL OFFICE:  
414 MILL STREET  
BRISTOL, PA 19007  
PHONE: (215) 826-1963  
FAX: (215) 826-1997

DOYLESTOWN OFFICE:  
72 NORTH MAIN STREET  
DOYLESTOWN, PA 18901  
PHONE: (215) 348-1194  
FAX: (215) 348-1449

[HTTP://PATRICKMURPHY.HOUSE.GOV](http://PATRICKMURPHY.HOUSE.GOV)

September 14, 2009

Mr. Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted in mid-September to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key “spines” of the network, the *Schuylkill River Trail* and the *East Coast Greenway*, and create connections to communities that lack green space and transportation alternatives.

A complete and contiguous bicycle/pedestrian network will enhance our region’s sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.

Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I support this proposal and thank you for your consideration.

Sincerely,

Patrick J. Murphy  
MEMBER OF CONGRESS

CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

(202) 225-2011

September 11, 2009

COMMITTEES:  
ARMED SERVICES  
AIR AND LAND FORCES  
OVERSIGHT AND INVESTIGATIONS  
SEAPOWER AND EXPEDITIONARY FORCES  
EDUCATION AND LABOR  
EARLY CHILDHOOD, ELEMENTARY AND  
SECONDARY EDUCATION  
HEALTH, EMPLOYMENT, LABOR  
AND PENSIONS  
SMALL BUSINESS  
VICE CHAIRMAN  
FINANCE AND TAX  
CONTRACTING AND TECHNOLOGY  
REGULATION, HEALTH CARE AND TRADE

Mr. Ray Lahood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590-0001

Dear Secretary LaHood,

I am writing regarding a TIGER Discretionary Grant application, entitled **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, and submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of trail, greenway, and urban bicycle and pedestrian segments that would, for the first time, create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

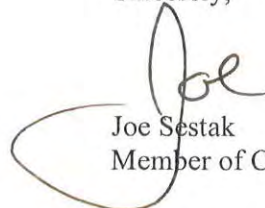
The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key "spines" of the network, the *Schuylkill River Trail* and the *East Coast Greenway*, and create connections to communities that lack green space and transportation alternatives.

A complete and contiguous bicycle/pedestrian network will enhance our region's sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.

Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I request your full and fair review of this application, and ask that you keep me informed of its status. Please direct all correspondence to my District Office at 600 N. Jackson Street, Room 203, Media, Pa. 19063.

Sincerely,



Joe Sestak  
Member of Congress

# **State Level Letters of Support**

Delaware Valley Regional Planning  
Commission

PA Department of Conservation and  
Natural Resources

Senator Daylin Leach

Senator Lawrence Farnese

Senator Anthony Williams

Senator Vincent Hughes

Representative Kathy Mandarino

Representative Babette Josephs

Representative Kenyatta Johnson

Representative Ronald Waters





September 8, 2009

The Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: TIGER Application for the GREAT-PA/NJ (Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey)**

Dear Secretary LaHood:

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to submit a letter supporting the application on behalf of the City of Philadelphia for the regional, multi-county trail/greenway/bicycle network project called GREAT-PA/NJ (Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey) for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants evaluation process. As the Metropolitan Planning Organization (MPO) for the Greater Philadelphia Region which includes a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey, DVRPC works with stakeholders to approve and advance federal transportation infrastructure investment in the region. DVRPC confirms that we are committed to taking the necessary steps to ensure this project is included appropriately in the Transportation Improvement Program and/or regional long range plan, as required, should the Department of Transportation select this application for TIGER Grant funding.

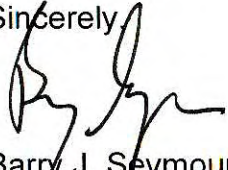
This project is supported by DVRPC as evidenced by its inclusion in the long range plan, Connections 2035, which was adopted by the DVRPC Board on July 23, 2009. Several components of the proposed network are also included in the FY 2009-2012 Transportation Improvement Program (TIP) for Pennsylvania, which was approved by the DVRPC Board on June 26, 2008. The region has not yet been able to identify funding sources for all of the vital links.

This project would significantly expand the region's key bicycle and pedestrian "spines" by filling in key gaps of the East Coast Greenway and Schuylkill River Trails, which pass through multiple jurisdictions, counties, and even both states in the DVRPC region. The planned program of almost 20 different capital improvements will provide additional connections to downtowns and communities, thereby facilitating greater local mobility and

regional access, making the region more economically competitive, and potentially reducing vehicle miles traveled and greenhouse gas emissions.

The American Recovery and Reinvestment Act of 2009 passed in February of this year has created millions of jobs through tax cuts and carefully targeted investments. Relative to implementation, investment in transportation infrastructure has been one of the most successful components of the Recovery Act, and has helped our region address critical infrastructure needs at the same time as jump-starting the economy.

Creating liveable communities, managing growth and protecting resources, building an energy-efficient economy, and creating a modern multi-modal transportation system are all part of DVRPC's vision for the Delaware Valley. We look forward to your support of this important project, and advancing the infrastructure, economic, and land use needs of the region

Sincerely,  
  
Barry J. Seymour  
Executive Director





Rachel Carson State Office Building  
P.O. Box 8451  
Harrisburg, PA 17105-8451  
September 9, 2009

Bureau of Facility  
Design and Construction

RECEIVED  
SEP 14 2009

BY: .....


Mr. Spencer Finch  
Director of Sustainable Development  
Pennsylvania Environmental Council  
123 Chestnut Street – Suite 401  
Philadelphia, PA 19106

RE:

Dear Mr. Finch:

The Delaware Canal State Park towpath trail is a valuable recreational asset to the residents of Bucks County and Southeastern Pennsylvania. Incorporating the towpath trail into the East Coast Greenway can only broaden its appeal to individuals seeking outdoor recreational opportunities. The Department of Conservation and Natural Resources supports your efforts to secure funding and make the East Coast Greenway a reality in Eastern Pennsylvania.

Sincerely,

  
Eugene J. Comoss, P.E.  
Director

cc: John Norbeck  
Park Region #4  
Delaware Canal State Park



1ST DISTRICT  
**LAWRENCE M. FARNESE, JR.**  
SENATE BOX 203001  
THE STATE CAPITOL  
HARRISBURG, PA 17120-3001  
TELEPHONE: 717-787-5662  
FAX: 717-787-4531

1802 SOUTH BROAD STREET  
PHILADELPHIA, PA 19145  
TELEPHONE: 215-952-3121  
FAX: 215-952-3155

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VETERANS AFFAIRS & EMERGENCY  
PREPAREDNESS, MINORITY CHAIR



**Senate of Pennsylvania**

September 8, 2009

Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Lawrence M. Farnese, Jr.", written over the typed name.

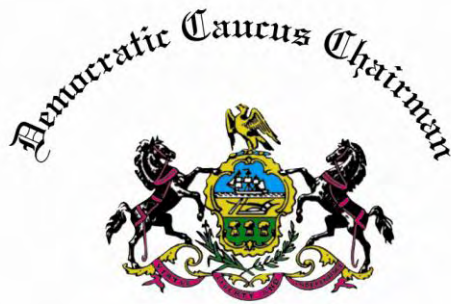
Lawrence M. Farnese, Jr.  
State Senator  
1<sup>st</sup> Senatorial District

7TH DISTRICT  
**VINCENT HUGHES**

SENATE BOX 203007  
THE STATE CAPITOL  
HARRISBURG, PA 17120-3007  
717-787-7112  
FAX: 717-772-0579

THE PARKSIDE LOFTS  
4950 PARKSIDE AVENUE • SUITE 300  
PHILADELPHIA, PA 19131  
215-879-6630  
FAX: 215-879-7386

hughes@pasenate.com



Senate of Pennsylvania

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POLICY  
RULES & EXECUTIVE NOMINATIONS  
TRANSPORTATION

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EXECUTIVE COMMITTEE  
PA HIGHER EDUCATION ASSISTANCE AGENCY BOARD  
EXECUTIVE COMMITTEE  
PA HIGHER EDUCATION FOUNDATION  
PA LEGISLATIVE BLACK CAUCUS  
PA MINORITY BUSINESS DEVELOPMENT AUTHORITY  
PA STATE SYSTEM OF HIGHER EDUCATION  
BOARD OF GOVERNORS  
PA TRAUMA SYSTEMS FOUNDATION  
PA WORKFORCE INVESTMENT BOARD  
STROKE PREVENTION TASK FORCE

September 14, 2009

Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application known as Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps as well as connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, increase our ability to comply with greenhouse gas emission caps, reduce vehicle miles travelled, and make the region more economically competitive. Equally important, this project will create jobs and significantly augment our region's ongoing economic development efforts.

I wholeheartedly support the GREAT-PA/NJ proposal and am committed to working to ensure that the project fulfills its intended objectives. I urge the Department's favorable consideration.

Sincerely,

Vincent Hughes

17<sup>TH</sup> DISTRICT  
**DAYLIN LEACH**

SENATE BOX 203017  
THE STATE CAPITOL  
HARRISBURG, PA 17120-3017  
TELEPHONE: 717-787-5544  
FAX: 717-705-7741

DISTRICT OFFICE  
601 SOUTH HENDERSON ROAD  
SUITE 208  
KING OF PRUSSIA, PA 19406  
TELEPHONE: 610-768-4200  
FAX: 610-768-4204



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LOCAL GOVERNMENT  
PUBLIC HEALTH AND WELFARE

[www.senatorleach.com](http://www.senatorleach.com)

**Senate of Pennsylvania**

September 8, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application entitled "Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey" (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ intends to design and construct a number of essential trail segments that would enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and Southern New Jersey region by closing gaps between and connecting existing trails.

This project, if completed, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A thoroughly completed and contiguous network of trails would enhance our region's sustainability and viability, making the region more economically competitive and contributing to the effort to reduce greenhouse gas emissions by limiting vehicle use. This project will create jobs and improve regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Daylin Leach".

Daylin Leach  
State Senator  
17<sup>th</sup> District



8TH DISTRICT  
**ANTHONY H. WILLIAMS**

- SENATE BOX 203008  
THE STATE CAPITOL  
HARRISBURG, PA 17120-3008  
(717) 787-5970 • FAX: (717) 772-0574
- DISTRICT OFFICES  
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(215) 755-9185 • FAX: (215) 952-3375
- 440 CHURCH LANE  
YEADON, PA 19050  
(610) 284-7335 • FAX: (610) 284-5955

E-MAIL  
ahwillia@pasenate.com



## Senate of Pennsylvania

### COMMITTEES

STATE GOVERNMENT,  
DEMOCRATIC CHAIRMAN  
BANKING AND INSURANCE  
ENVIRONMENTAL RESOURCES  
AND ENERGY  
FINANCE  
STATE PLANNING BOARD

September 9, 2009

Ray LaHood, Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant – Generating Recovery by  
Enhancing Active Transportation in Pennsylvania  
and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted in mid-September to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key “spines” of the network, the *Schuylkill River Trail* and the *East Coast Greenway*, and create connections to communities that lack green space and transportation alternatives.

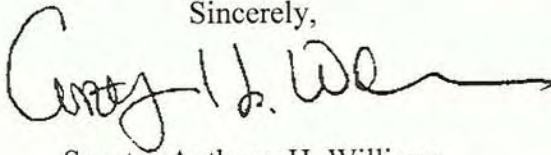
A complete and contiguous bicycle/pedestrian network will enhance our region’s sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.



Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony H. Williams", with a long horizontal flourish extending to the right.

Senator Anthony H. Williams  
State Senator - 8<sup>th</sup> District

AHW/ps

**BABETTE JOSEPHS, DEMOCRATIC MEMBER**  
MAJORITY CHAIR,  
STATE GOVERNMENT COMMITTEE

☐ 300 MAIN CAPITOL BUILDING  
P.O. BOX 202182  
HARRISBURG, PENNSYLVANIA 17120-2182  
PHONE: 717.787.8529  
FAX: 717.787.5066  
E-MAIL: RepJosephs@pahouse.net  
WEB SITE: www.babette.org

☐ 1528 WALNUT STREET, SUITE 501  
PHILADELPHIA, PENNSYLVANIA 19102  
PHONE: 215.893.1515  
FAX: 215.560.5816



**House of Representatives**  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

REPRESENTATIVE OF THE 182ND DISTRICT

COMMITTEES

STATE GOVERNMENT  
AGRICULTURE AND RURAL AFFAIRS  
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DEMOCRATIC POLICY  
PHILADELPHIA DELEGATION  
RULES

CAUCUSES

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BIPARTISAN  
CAMPAIGN FINANCE REFORM  
COMMON SENSE FIREARMS SAFETY  
COMMUNITY COLLEGE  
LIFE SCIENCES AND BIOTECHNOLOGY  
SUBSTANCE ABUSE

September 3, 2009

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

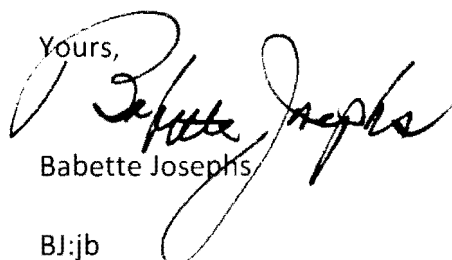
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GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Yours,

  
Babette Josephs

BJ:jb

KENYATTA JOHNSON, MEMBER  
186TH LEGISLATIVE DISTRICT

116B EAST WING  
P.O. BOX 202186  
HARRISBURG, PENNSYLVANIA 17120-2186  
(717) 787-7524  
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FAX: (215) 952-1141

2003 SNYDER AVENUE  
PHILADELPHIA, PENNSYLVANIA 19145  
(215) 755-9185  
FAX: (215) 952-3375

September 14, 2009



House of Representatives  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

AGING AND OLDER ADULT SERVICES  
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POLICY

CAUCUSES

PENNSYLVANIA LEGISLATIVE BLACK CAUCUS  
SECRETARY  
PHILADELPHIA DELEGATION

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

A handwritten signature in black ink that reads "Kenyatta Johnson".

State Representative Kenyatta Johnson

KATHY M. MANDERINO, MEMBER

125 EAST WING  
P.O. BOX 202194  
HARRISBURG, PENNSYLVANIA 17120-2194  
PHONE: (717) 787-1254  
FAX: (717) 780-4770

6511 RIDGE AVENUE  
PHILADELPHIA, PENNSYLVANIA 19128  
PHONE: (215) 482-8726  
FAX: (215) 482-9066

BRYNFIELD COURT, SUITE 104  
5050 WYNNEFIELD AVENUE  
PHILADELPHIA, PENNSYLVANIA 19131  
PHONE: (215) 879-8533  
FAX: (215) 560-3441



**House of Representatives**  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

REPRESENTATIVE OF THE  
194TH DISTRICT

COMMITTEES

CHAIR, HOUSE COMMITTEE ON ETHICS  
APPROPRIATIONS  
DEMOCRATIC CHAIR, SUBCOMMITTEE  
ON HEALTH & WELFARE  
HEALTH AND HUMAN SERVICES  
INSURANCE  
INTERGOVERNMENTAL AFFAIRS  
JUDICIARY  
DEMOCRATIC CHAIR, SUBCOMMITTEE  
ON FAMILY LAW  
POLICY

**September 14, 2009**

**Ray LaHood**  
**Secretary, U.S. Department of Transportation**  
**1200 New Jersey Ave, SE**  
**Washington, DC 20590**

**RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**

**Dear Secretary LaHood,**

**I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.**

**GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.**

**This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.**

**I am extremely supportive of this proposal and urge your favorable consideration.**

Very truly yours,

  
Kathy M. Manderino



RONALD G. WATERS, MEMBER  
PO BOX 202191  
HARRISBURG PA 17120-2191  
PHONE: (717) 772-9850  
FAX: (717) 783-1516  
E-MAIL: [rwaters@pahouse.net](mailto:rwaters@pahouse.net)



HOUSE OF REPRESENTATIVES  
COMMONWEALTH OF PENNSYLVANIA  
HARRISBURG

COMMITTEES

PROFESSIONAL LICENSURE  
GAMING OVERSIGHT, VICE CHAIR  
LABOR RELATIONS  
LIQUOR CONTROL  
HEALTH & HUMAN SERVICES

September 9, 2009

Mr. Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

This letter is written to express my heartfelt support for a Tiger Discretionary Grant Application, entitled the **General Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**.

As State Representative for the 191<sup>st</sup> Legislative district, I strongly support this project since it promises to create an integrated, multi-county bicycle and pedestrian Network in Eastern Pennsylvania and Southern New Jersey while also enhancing our region's sustainability, providing opportunity for residents to find alternatives to automotive travel thus reducing greenhouse pollutants and has the potential of creating 1,000 jobs in its construction.

A complete and contiguous bicycle/pedestrian network will enhance our regions sustainability, improve quality of life and create connections to communities which lack green space and make the region economically competitive.

For these reasons I ask your favorable consideration of the Tiger Grant application (GREAT-PA/NJ) being submitted by a coalition of Pennsylvanian and New Jersey Counties.

Respectfully,

A handwritten signature in cursive script that reads "Ronald G. Waters".

Ronald G. Waters, Member  
PA House of Representatives  
191<sup>st</sup> Legislative District

## **Local Letters of Support**

Philadelphia City Council President Anna Verna

Philadelphia City Councilman Curtis Jones Jr.

Philadelphia City Councilwoman Joan Krajewski

Philadelphia City Councilwoman Blondell

Reynolds Brown

Philadelphia City Council Resolution 090530

Philadelphia City Council Resolution 090134

Bucks County Redevelopment Authority

Camden County Parks Department

Schuylkill Conservation District



CITY OF PHILADELPHIA  
CITY COUNCIL

OFFICE OF THE PRESIDENT

ANNA C. VERNA  
PRESIDENT  
Room 494 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3412-13  
Fax No. (215) 563-3162

COUNCILWOMAN - 2nd DISTRICT

September 10, 2009

The Honorable Ray LaHood  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

**RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**

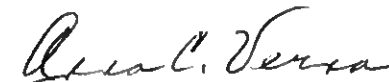
Dear Secretary LaHood:

I write to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region. This set of trail networks, which exists only partially today, would significantly expand the Schuylkill River Trail and the East Coast Greenway. A more complete and contiguous network of trails would enhance our region's sustainability and livability, our ability to comply with greenhouse gas emission caps and reduce vehicle miles traveled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development. This is especially important in my council district where employment issues are at the forefront.

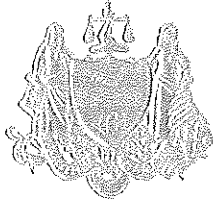
I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely,

  
Anna Verna

ACV/KM





CITY OF PHILADELPHIA  
CITY COUNCIL

CURTIS JONES, JR.  
ROOM 404, CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3416 or 3417  
Fax No. (215) 686-1934

COUNCILMAN - 4TH DISTRICT

COMMITTEES

Chairman

Transportation & Public Utilities

Vice Chair

Committee on Parks, Recreation  
& Cultural Affairs

Member

Whole

Streets & Services

Labor & Civil Service

Commerce & Economic Development

Public Safety

Ethics

Fiscal Stability & Intergovernmental Cooperation

Legislative Oversight

Housing, Neighborhood Development & the Homeless

Technology & Information Services

Environment

Disabled & the Handicapped

September 10, 2009

Mr. Ray LaHood

Secretary

United States Department of Transportation

1200 New Jersey Ave, SE

Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in  
Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

One of the greatest natural resources in my Councilmanic District is the Schuylkill River. Tremendous strides have been made over the last several years to complete a trail along the river. We are at a critical juncture in the completion process. The trail, once it is completed, will stretch from Philadelphia to Northeastern Pennsylvania and encompass a large part of my district. The completion of the trail will have a tremendous impact on the economic development of the region. Additionally, a completed trail will be a boon for recreational opportunities in the area. I ask for your favorable consideration of this application.

Please feel free to contact me if I can provide further information to this important endeavor.

Sincerely,

Curtis Jones Jr.  
Councilman-4<sup>th</sup> District



# CITY OF PHILADELPHIA CITY COUNCIL

JOAN L. KRAJEWSKI  
Room 508 City Hall  
Philadelphia, Pennsylvania 19107  
(215) 686-3444-45  
Fax (215) 686-1935

COUNCILWOMAN - 6TH DISTRICT

**Ray LaHood**  
**Secretary,**  
**U.S. Department of Transportation**  
**1200 New Jersey Ave, SE**  
**Washington, DC 20590**

## COMMITTEES

**Chairwoman**  
Appropriations

**Vice Chairwoman**  
Licenses & Inspections  
Public Safety  
Legislative Oversight

**Member**  
Committee of the Whole  
Public Property & Public Works  
Ethics  
Fiscal Stability & Intergovernmental Cooperation  
Disabled & Handicapped

**RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**

**Dear Secretary LaHood,**

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

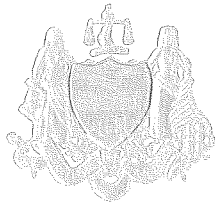
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I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely,

Joan L. Krajewski  
6<sup>th</sup> District Councilperson



# CITY OF PHILADELPHIA

BLONDELL REYNOLDS BROWN  
ROOM 581 CITY HALL  
PHILADELPHIA, PA 19107  
(215) 686-3438 or 3439  
Fax No. (215) 686-1926

COUNCILWOMAN-AT-LARGE

## COMMITTEES

Chairwoman

Parks, Recreation & Cultural Affairs

Vice Chairwoman

Commerce & Economic Development

Education

Disabled & the Handicapped

Member

Whole

Rules

Finance

Environment

Public Health & Human Services

Fiscal Stability

Legislative Oversight

L&I

September 14, 2009

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

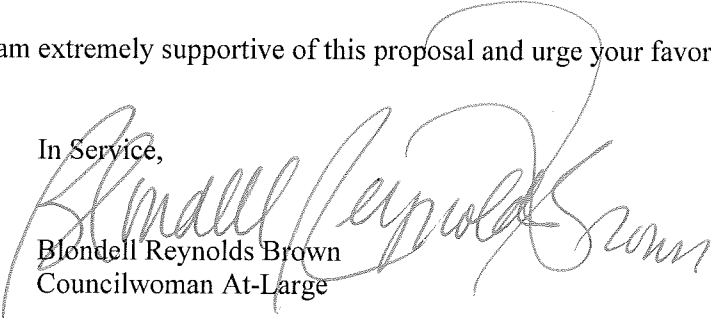
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GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I, Councilwoman Blondell Reynolds Brown, am extremely supportive of this proposal and urge your favorable consideration.

In Service,

  
Blondell Reynolds Brown  
Councilwoman At-Large

Keep up with our work at [www.blondellonline.com](http://www.blondellonline.com), [www.myspace.com](http://www.myspace.com) and [www.facebook.com](http://www.facebook.com)



# City of Philadelphia



## Council of the City of Philadelphia Office of the Chief Clerk Room 402, City Hall Philadelphia

(Resolution No. 090530)

### RESOLUTION

Authorizing Council's Committee on Parks, Recreation and Cultural Affairs to hold hearings and form a working group of City, State and Federal lawmakers and stakeholders to maximize funding for and to oversee completion of the Schuylkill River Trail, creating the region's first green transportation corridor.

WHEREAS, The Schuylkill River Trail (SRT) is a popular and heavily used recreational asset and commuter route which connects a variety of Philadelphia and Suburban neighborhoods; and

WHEREAS, There are currently nine incomplete segments within Greater Philadelphia that have been identified and must be completed in order maximize and realize the full potential of the Schuylkill River Trail; and

WHEREAS, The completion of the Schuylkill River Trail would ensure the safety of residents and visitors, enhance Philadelphia's reputation as an outstanding destination for parks and recreation, and move Philadelphia further along the path of becoming a greener City; and

WHEREAS, Those nine incomplete segments are the 58<sup>th</sup> Street Connector, Bartram's Garden Path, Grey's Ferry Crossing, West Bank Schuylkill River Trail, Locust to South Street Boardwalk, Wissahickon Gateway, Cynwyd Trail Spur, Manayunk Trail Bridge and Ivy Ridge Trail; and

WHEREAS, The completion of these projects would cost an estimated twenty two million dollars; and

WHEREAS, The goal of these hearings will be to establish a working group to secure the maximum committed revenue allocation from the Federal Transportation Reauthorization Act from all Federal Representatives, and to secure supporting City and State funding from all legislators whose District includes the identified nine incomplete segments of the Schuylkill River Trail; and

# City of Philadelphia

*RESOLUTION NO. 090530 continued*

WHEREAS, The working group will convene in the Fall of 2009 prior to the Federal Transportation Reauthorization Bill's consideration before Congress; now therefore, be it

RESOLVED, BY THE COUNCIL OF THE CITY OF PHILADELPHIA, That Council hereby authorizes the Committee on Parks, Recreation and Cultural Affairs to hold hearings and form a working group of City, State and Federal lawmakers and stakeholders to maximize funding for and to oversee completion of the Schuylkill River Trail, creating the region's first green transportation corridor.

# City of Philadelphia



Council of the City of Philadelphia  
Office of the Chief Clerk  
Room 402, City Hall  
Philadelphia

(Resolution No. 090134)

## RESOLUTION

Urging federal, state and local officials to support and fund the completion of the Philadelphia segment of the Schuylkill River Trail, a 128 mile stretch of trails which spans from Pottsville to Philadelphia linking Schuylkill, Berks, Chester, Montgomery and Philadelphia counties, and use every opportunity to work together to advance this project as an economic development, recreation, community revitalization and environmental preservation priority for the region.

WHEREAS, The Schuylkill River Trail is a series of trail segments from Pottsville to Philadelphia linking Schuylkill, Berks, Chester, Montgomery, and Philadelphia counties and multiple municipalities along the 128 mile stretch of the Schuylkill River in Pennsylvania, of which 19 miles flows through Philadelphia; and

WHEREAS, The Schuylkill River Trail is designated as part of the National and State Heritage Area Program and works to revitalize and restore the region through natural and cultural resource preservation, education, recreation, community revitalization, and heritage tourism; and

WHEREAS, The Schuylkill River Trail encompasses the Manayunk Tow Path, Kelly Drive and Schuylkill Banks in Philadelphia; and

WHEREAS, The Schuylkill River Trail in Philadelphia is in heavy demand by approximately 670,000 users annually, including bicyclists, pedestrians, runners, rollerbladers and skateboarders, who use the trail for recreation, commuting, relaxation and as a transportation path between destination points; and

WHEREAS, Philadelphia's Schuylkill River Trail is an important feature of the City's Fairmount Park system; connects to the Wissahickon Trail and is also part of the East Coast Greenway system; and

# City of Philadelphia

*RESOLUTION NO. 090134 continued*

WHEREAS, Philadelphia's Schuylkill River Trail has the potential to serve as a strong catalyst for economic development; a connector between a variety of Philadelphia neighborhoods, business districts, and suburban neighbors; the region's first green transportation corridor for multiple city neighborhoods; and a critical access point to the riverfront, parks and commuting paths for underserved communities; and

WHEREAS, Philadelphia needs to develop carbon-neutral and sustainable transportation corridors to facilitate more of its residents and suburban neighbors to walk, bicycle or take public transportation to work and reduce the percentage of workers who drive to work; and

WHEREAS, Approximately 9 miles of the Schuylkill River Trail in Philadelphia are completed, but nearly 5 more miles are in planning or design stages encompassing nine different trail segments under varying degrees of development; and

WHEREAS Nine trail projects if constructed, would complete Philadelphia's Schuylkill River Trail from Delaware County to Montgomery County. They include making safer connections through the Wissahickon Gateway, extending the trail southward to Bartram's Garden and to Cobbs Creek Park in Delaware County, and a connection to Lower Merion's planned Cynwyd Trail on the inactive R6 line that could be extended into Philadelphia up to the Ivy Ridge station; and

WHEREAS, A coordinated approach to completing the trail is necessary to make the trail greater than the sum of its parts. A completed trail will make Philadelphia more competitive, attract economic development, extend a green transportation corridor south to South Philadelphia and Southwest Philadelphia, west to West Philadelphia and Lower Merion, north to East Falls, Manayunk and Roxborough and through Center City and North Philadelphia, and enhance the City's livability factor to a much larger number of the region's residents, now therefore,

RESOLVED, BY THE COUNCIL OF THE CITY OF PHILADELPHIA, That it hereby urges federal, state and local officials to support and fund the completion of the Philadelphia segment of the Schuylkill River Trail, a 128 mile stretch of trails which spans from Pottsville to Philadelphia linking Schuylkill, Berks, Chester, Montgomery and Philadelphia counties, and use every opportunity to work together to advance this project as an economic development, recreation, community revitalization and environmental preservation priority for the region.



# City of Philadelphia

*RESOLUTION NO. 090134 continued*

# City of Philadelphia

*RESOLUTION NO. 090134 continued*

CERTIFICATION: This is a true and correct copy of the original Resolution, Adopted by the Council of the City of Philadelphia on the twenty-sixth of February, 2009.

Anna C. Verna  
PRESIDENT OF THE COUNCIL

Patricia Rafferty  
CHIEF CLERK OF THE COUNCIL

Introduced by: Councilmember Jones

Sponsored by: Councilmembers Jones, Reynolds Brown, Green, Council President Verna, Councilmembers Blackwell, Clarke, Greenlee, Kenney, Goode, DiCicco and Miller



**REDEVELOPMENT AUTHORITY  
OF THE COUNTY OF BUCKS**

One North Wilson Ave., Suite 1, Bristol, PA 19007  
Phone 215-781-8711 Fax 215 781-8716

PATRICIA L. BACHTLE, CHAIRMAN  
RAY J. CHAPMAN  
ANTHONY L. MANISCOLA  
THOMAS COURDUFF  
WILLIAM M. PEZZA

ROBERT WHITE  
EXECUTIVE DIRECTOR  

---

JOSEPH W. PIZZO, ESQ.  
SOLICITOR

September 9, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in  
Pennsylvania & New Jersey (GREAT-PA/NJ)**

Dear Secretary LaHood,

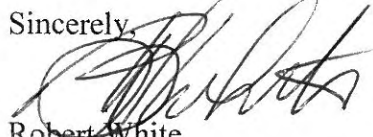
I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

The Redevelopment Authority is extremely supportive of this proposal and urges your favorable consideration.

Sincerely,

  
Robert White  
Executive Director

CC: Patricia L. Bachtle, Chairman  
Members of the Board  
Spencer Finch

*Visit our Website at [bcrda.com](http://bcrda.com)*



**Department of Parks**

**Jeffrey L. Nash**  
Freeholder Liaison

**Caren Fishman**  
Director

Making It Better, Together.

[www.camdencounty.com](http://www.camdencounty.com)

1301 Park Boulevard  
Cherry Hill, New Jersey 08002-3752  
Phone: 856-216-2117  
Fax: 856-216-2146

September 9, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of trail segments that would significantly close gaps, connect and enhance several trail networks in the Eastern Pennsylvania and the South New Jersey region. These trail networks, which only partially exist today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability and ability to comply with greenhouse gas emission caps, reduce vehicle miles traveled and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

In our state, it is crucial for economic development to facilitate better foot and bike access between South Jersey and the Philadelphia metro area. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is the starting point for these segments. Our proposed trail segments in NJ will connect the bridge to Camden County's Dr. Ulysses S. Wiggins Waterfront Park and Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with on-going development projects in the region, including the multi-million dollar expansions of Cooper University Hospital and Campbell's Soup Corporation. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the redeveloped Camden Waterfront, this funding will leverage sorely-needed economic development and investment along its trail corridors.

We in Camden County are extremely supportive of this proposal and urge your favorable consideration.

Sincerely,

*Caren Fishman*

Caren Fishman  
Director





SCHUYLKILL  
CONSERVATION DISTRICT

*Conserving Natural Resources for Our Future*

1206 Ag Center Drive \* Pottsville, PA 17901 \* Tel (570)622-3742 \* Fax (570)622-4009 \* [www.schuylkill.us](http://www.schuylkill.us)

Craig Morgan, District Manager – Ext. 112  
Martie Hetherington, Chesapeake Bay Coordinator – Ext. 115  
"Porcupine Pat", Environmental Education Coordinator – Ext. 113  
Ginny Kunigonis, Administrative Secretary – Ext. 102  
Stephanie Lubinsky, Conservation Program Technician – Ext. 116  
Melissa Seiafried, Secretary – Ext. 111

Robert Evanchalk, Parks & Recreation Supervisor – Ext. 122  
Christy Zulli, Conservation Program Coordinator – Ext. 114  
Bill Reichert, E & S Technician – Ext. 118  
Elizabeth Hinkel, Agland Preservation Coordinator – Ext. 117  
Wayne Lehman, County Natural Resource Specialist – Ext. 120  
Megan Williams & Mike Myers, OSM/Vista – Ext. 119

September 4, 2009

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect, and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles traveled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

The Schuylkill Conservation District is extremely supportive of this proposal and urges your favorable consideration.

Sincerely yours,

Craig R. Morgan  
District Manager

*"The Schuylkill Conservation District is dedicated to protect, enhance, restore, and promote the responsible use of the county's natural resources for future generations by partnering, coordinating, and fostering cooperation. This is accomplished with the assistance of public agencies, private groups, and individuals."*

# Non-Profit Organizations Letters of Support

Adventure Aquarium

Bartram's Garden

Bicycle Coalition of Greater Philadelphia

Camden Greenways, Inc.

Camden County Open Space Preservation Trust Fund Advisory Committee

Camden Riversharks Baseball Club

Cooper University Hospital

Delaware River City Corporation

East Coast Greenway Alliance

Greater Camden Partnership

Greenspace Alliance

Friends of Ivy Ridge Trail

Manayunk Development Corporation

Pennsylvania Environmental Council

Rails to Trails Conservancy

Red Cross-Southeastern PA Chapter

South Jersey Tourism Board

Schuylkill River National & State Heritage Area

Schuylkill River Development Corporation

Schuylkill Project

Schuylkill River Park Alliance



1 Aquarium Drive • Camden, New Jersey 08103-1060

September 4, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close the gaps between pedestrian trail networks in the Eastern Pennsylvania and the South New Jersey region. The set of trail networks, which partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails will enhance our region's conservation initiatives, livelihood, and aid in greenhouse gas emission cap compliance, reduce vehicular congestion and make the region more economically competitive. Building the trail segments will have a positive impact on the regional economy through the creation of construction jobs and long term operational maintenance.

In our state, it is crucial for economic development to facilitate better foot & bike access between South Jersey and the Philadelphia metro area. Currently there is only one small pedestrian/bike path that connects the downtown Philadelphia and Southern New Jersey regions over the Ben Franklin Bridge. The proposed trail segments in NJ will connect the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with the attractions along the Camden Waterfront including the Adventure Aquarium, which is the country's 5<sup>th</sup> largest public aquarium. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment along the Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

We at Adventure Aquarium are extremely supportive of this proposal. We have a strategic focus of being good stewards of our resources and supporting this project certainly help to meet this goal. We respectfully urge your favorable consideration.

Warm Regards,

Greg Charbeneau  
Executive Director

September 14, 2009



# **BARTRAM'S GARDEN** 1728

*National Historic Landmark House and Garden*

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in  
Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

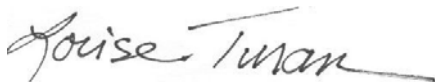
I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

Bartram's Garden and the John Bartram Association are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,



Louise Turan  
Executive Director





September 14, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

On behalf of the thousands of bicyclists in the Greater Philadelphia region, I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Alex Doty".

Alex Doty  
Executive Director



Camden Riversharks Baseball Club  
Campbell's Field  
401 N. Delaware Avenue  
Camden, NJ 08102

Phone: 856.963.2600  
FAX: 856.963.8534  
Web: [www.riversharks.com](http://www.riversharks.com)

September 4, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

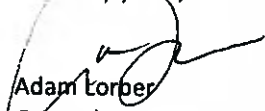
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In our state, it is crucial for economic development to facilitate better foot & bike access between South Jersey and the Philadelphia metro area. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is the starting point for these segments. Our proposed trail segments in NJ will connect the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with the attractions along the Camden Waterfront including our Campbell's Field. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

We at the Camden Riversharks are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

  
Adam Forber  
General Manager  
Camden Riversharks





## Camden Greenways, Inc.

111 6<sup>th</sup> North Street  
Camden, New Jersey 08102  
609-213-4277  
[evlamis@verizon.net](mailto:evlamis@verizon.net)

September 8, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: *Transportation Investments Generating Economic Recovery (TIGER) Grants –  
Generating Recovery by Enhancing Active Transportation in Pennsylvania and  
New Jersey (GREAT-PA/NJ)***

Dear Secretary LaHood:

We are writing to express our enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle and pedestrian trail networks in the Eastern Pennsylvania and the South New Jersey region. A more complete and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

In our state, it is crucial for economic development to facilitate better foot & bike access between South Jersey and the Philadelphia metro area. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is the starting point for these segments. Our proposed trail segments in NJ will connect the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with important on-going development projects in the region, including the multi-million dollar expansions of Cooper University Hospital and Campbell Soup Corporation. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the redeveloped Camden Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

We at Camden Greenways, Inc. are extremely supportive of this proposal and we thank you in advance for your favorable consideration.

Sincerely yours,

Algiers Holmes  
President

Eva Vlamis  
Executive Director

# Camden County Open Space Preservation Trust Fund Advisory Committee



Making It Better, Together.

**Peter Fontaine**  
Chair

**Theodore Pisciotta**  
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520 North Newton Lake Drive  
Collingswood, NJ 08107  
Phone: (856) 858-5241  
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**Cynthia Berchtold**  
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Cam.Co. Parks Department

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Eco tourism

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Citizen Representative

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Cam.Co. Board of Realtors

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Mayor of Somerdale

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Citizen Representative

**Gaytana. Pino**  
Citizen Representative

**Harry Platt**  
Citizen Representative

**Paul Schopp**  
Citizen Representative

**Jack Sworaski**  
Cam.Co. Environmental Affairs

**Richard Zimmermann**  
Whitman Stafford Committee

September 9, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grants –  
Generating Recovery by Enhancing Active Transportation in Pennsylvania and  
New Jersey (GREAT- PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

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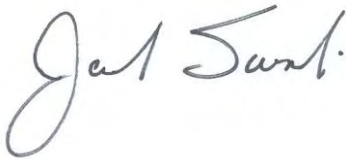
This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.



In our state, it is crucial for economic development to facilitate better foot & bike access between South Jersey and the Philadelphia metro area. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is the starting point for these segments. Our proposed trail segments in NJ will connect the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with important on-going development projects in the region, including the multi-million dollar expansions of Cooper University Hospital and Campbell's Soup Corporation. All of these projects are part of a larger greenway and multi-use trail network proposed for Camden County that, once completed, will connect most, if not all of Camden County's 37 municipalities to the Camden-Philadelphia waterfront and points beyond. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the redeveloped Camden Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

Camden County is extremely supportive of this proposal and we urge your favorable consideration.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Jack Sworaski". The signature is fluid and cursive, with the first name "Jack" being more prominent than the last name "Sworaski".

Jack Sworaski, Director  
Div. of Open Space and Farmland Preservation

JS/jlf

(ANJEC-LTR-TrailsTIGERSupport(pg2))

One Cooper Plaza  
Camden, NJ 08103

cooperhealth.org

September 8, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Transportation Investments Generating Economic Recovery (TIGER) Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**

Dear Secretary LaHood,

I am writing to express enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

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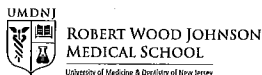
In our state, both environmental protection and economic development can coexist with comprehensive investment into foot & bike transportation options. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is of major importance in any such network. This grant's proposed trail segments will allow better access from the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with important on-going development projects in the region, including our multi-million dollar expansion of Cooper University Hospital. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the redeveloped Camden Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

Cooper University Hospital is an enthusiastic supporter of this proposal and urges your favorable consideration.

Sincerely yours,



Arthur Winkler  
Executive Vice President  
Corporate Support Services



The Core Teaching Campus of the  
University of Medicine and Dentistry of  
New Jersey, Robert Wood Johnson  
Medical School at Camden.



September 14, 2009

Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

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The Delaware River City Corporation is extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,  
*Robert A. Borski, Jr.*

Robert A. Borski, Jr.  
Chair & CEO



**Officers**

Chuck Flink Chair  
Mark Fenton Vice-Chair  
Tony Barrett Secretary  
Peter Dague Treasurer

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Maryland  
Chuck Sloan Chairman, Trust  
for the Appalachian Trail Lands  
Dr. Philip Troped Harvard  
School of Public Health

**Executive Director**

Karen M. Votava

September 11, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant – Generating Recovery by Enhancing Active Transportation in  
Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted in mid-September to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key “spines” of the network, the *Schuylkill River Trail* and the *East Coast Greenway*, and create connections to communities that lack green space and transportation alternatives.

A complete and contiguous bicycle/pedestrian network will enhance our region’s sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.

Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

Michael Oliva  
Mid Atlantic Trail Coordinator  
East Coast Greenway Alliance







**GREEN  
SPACE  
ALLIANCE**

September 15, 2009

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant – Generating Recovery by Enhancing  
Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express GreenSpace Alliance's enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

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Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

GreenSpace Alliance is extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

Donna Pitz  
Executive Director

September 9, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590



RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

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This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building these trail segments is an excellent investment in Philadelphia's future.

The neighborhood civic associations and community development groups in northwestern Philadelphia are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Chris Kingsley". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Chris Kingsley  
Ivy Ridge Green / Friends of Ivy Ridge Trail

Patti Brennan  
Ridge Park Civic Association

GREATER  
**Camden** Partnership

September 9, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

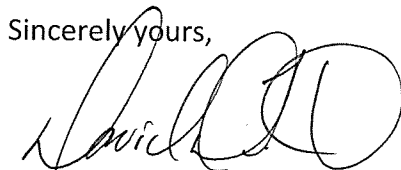
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We at Greater Camden Partnership are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,



David D. Foster  
President





manayunk  
development  
corporation

September 15, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey  
(GREAT-PA/NJ)

Dear Secretary LaHood,

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MANAYUNK Development Corporation are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

Martin Pulli  
Manayunk Development Corporation, Executive Officer  
Historic MANAYUNK Canal and Greenway committee





September 15, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application, called **Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**, that is being submitted in mid-September to the U.S. Department of Transportation by a coalition of Pennsylvania and New Jersey counties.

**Central  
Regional Office**

130 Locust Street  
Suite 200  
Harrisburg, PA 17101  
phone: 717-230-8044  
fax: 717-230-8045

**Northwest  
Regional Office**

301 Chestnut Street  
Meadville, PA 16335  
phone: 814-332-2946  
fax: 814-724-5446

**Northeast  
Regional Office**

175 Main Street  
Luzerne, PA 18709  
phone: 570-718-6507  
fax: 570-718-6508

**Southeast  
Regional Office**

123 Chestnut Street  
Suite 401  
Philadelphia, PA 19106  
phone: 215-592-7020  
fax: 215-592-7026

**Southwest  
Regional Office**

22 Terminal Way  
Pittsburgh, PA 15219  
phone: 412-481-9400  
fax: 412-481-9401

GREAT-PA/NJ proposes to complete construction of a number of important trail, greenway, and urban bicycle and pedestrian segments that would for the first time create an integrated, multi-county bicycle and pedestrian network in Eastern Pennsylvania and Southern New Jersey.

The current regional bicycle and pedestrian system is underutilized, due to its fragmented nature. The completion of the GREAT-PA/NJ segments would significantly expand the key "spines" of the network, the **Schuylkill River Trail** and the **East Coast Greenway**, and create connections to communities that lack green space and transportation alternatives.

A complete and contiguous bicycle/pedestrian network will enhance our region's sustainability, livability and economic competitiveness. Citizens of all ages and backgrounds will use the network to commute, exercise, and visit their local park or corner grocery. The network will give residents and visitors the opportunity to shift away from automotive use for a portion of their daily trips, reducing Vehicle Miles Traveled (VMT), which, in turn, reduces greenhouse gas emissions and dependence on oil.

Completing the GREAT-PA/NJ project will create over 1,000 direct jobs in construction and many more indirect jobs. The latter will occur in tourist and recreational services; in business enhancement for main street and commercial corridors along the routes; in real estate activity in revitalized neighborhoods; and in nonprofit stewardship and park management. The GREAT-PA/NJ project will serve as a model, limelight, and catalyst for regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

Patrick Starr  
Senior Vice President



**Southeastern Pennsylvania Chapter**  
23<sup>rd</sup> & Chestnut Streets  
Philadelphia, PA 19103  
(215) 299-4000 • Fax (215) 299-4089  
[www.RedCross-Philly.org](http://www.RedCross-Philly.org)

**Harry J. McHugh**, *Chairman of the Board*  
**Tom Foley**, *Chief Executive Officer*

September 4, 2009

Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant—Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood:

I am writing to express my earnest support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is being submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and complete construction of a number of important trail, greenway, and urban bicycle and pedestrian network segments that would, for the first time, create an integrated, multi-county significantly close gaps, connect and enhance several bicycle and/pedestrian network in Eastern Pennsylvania and Southern New Jersey. Completing the GREAT-PA/NJ project will create more than 1,000 direct construction jobs and many more indirect jobs truly serving as a catalyst for regional economic development.

This completed and contiguous network will enhance our region's sustainability and livability, making it a truly unique model for the rest of the country. Perhaps most important, it will advance the health and well being of our region as individuals and families seek access to attractive exercise opportunities afforded by the network with the likely de facto benefit of decreased bicycle related injuries which frequently occur on highly congested streets and roads.

The American Red Cross of Southeastern Pennsylvania is extremely supportive of this proposal and urges your favorable consideration.

Sincerely yours,

A handwritten signature in black ink that reads "Tom Foley". The signature is fluid and cursive, with the first name "Tom" and last name "Foley" clearly distinguishable.

Tom Foley  
Chief Executive Officer





Northeast Regional Office  
2133 Market Street, Suite 222  
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September 9, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grant

Dear Secretary LaHood,

I am writing to express our strong support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ).

GREAT-PA/NJ is being submitted by an alliance of Pennsylvania and New Jersey counties and seeks to design and construction gaps to several bicycle and pedestrian multi-use trail networks in southeastern Pennsylvania and the south New Jersey region.

We have been working in Pennsylvania since 1989 and in the last several years in Camden, NJ and can attest to the significant quality of life enhancement trails have provided. With a targeted build-out of key missing links this region will not only benefit from having another transportation option but will connect to trails in the greater northeast corridor. In addition to reducing miles traveled as well, it will help the region comply with greenhouse gas emission caps and create significant immediate job growth. This construction will yield more jobs after completion as the services that caterer to trails are established. Trails and their related services like bike shops, bed & breakfasts, restaurants, create jobs that will be long-lasting since once multi-use trails are built the don't close or relocate. They become a permanent part of the transportation and health and fitness infrastructure.

In the greater Camden area for example, the construction of better pedestrian & bicycle routes to and from Philadelphia will produce tangible economic benefits in terms of tourist to the \$600 million waterfront investments in Camden. The trails will also connect with the multi-million dollar expansions of Cooper University Hospital and Campbell's Soup Corporation.

We will be sponsoring at Rails-to-Trails Conservancy are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

A handwritten signature in black ink that reads "Tom Sexton".

Tom Sexton  
Director  
Northeast Regional Office



September 9, 2009

Ray LaHood  
Secretary, U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Transportation Investments Generating Economic Recovery (TIGER) Grants – Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

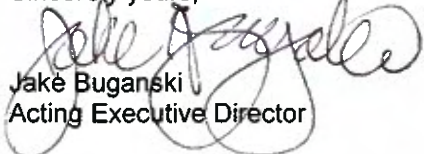
I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle and pedestrian trail networks in the Eastern Pennsylvania and the South New Jersey region. A more complete and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

In our state, it is crucial for economic development to facilitate better foot & bike access between South Jersey and the Philadelphia metro area. As the only pedestrian and bike connection to downtown Philadelphia, the Ben Franklin Bridge is the starting point for these segments. Our proposed trail segments in NJ will connect the Bridge to Camden County's Ulysses S. Wiggins Park and Camden County's Cooper River Park, both heavily-used greenway trails in the New Jersey suburbs. The trails will also directly interface with the attractions along the Camden Waterfront including the Adventure Aquarium and Susquehanna Bank Center. As with the existing Wiggins Park Promenade, which has helped leverage over \$600 million in private and public investment in the Waterfront, we know this funding will leverage sorely-needed economic development and investment along its trail corridors.

We at South Jersey Tourism Corporation are extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

  
Jake Buganski  
Acting Executive Director



September 10, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

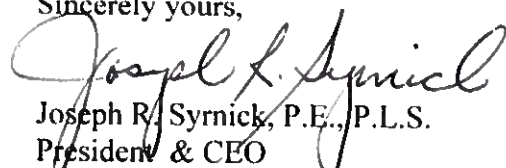
I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is being submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development, a real need here in Southeast Pennsylvania.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,



Joseph R. Syrnick, P.E., P.L.S.

President & CEO

Schuylkill River Development Corporation



# The Schuylkill Project

"Connecting our communities to the river - East Falls through Manayunk"

September 15, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: TIGER Grant—Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)**

Dear Secretary LaHood,

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

The Schuylkill Project, led by the community development groups of East Falls and Manayunk is extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

Kay Sykora, Project Director

**The Schuylkill Project**

111 Grape Street  
Philadelphia, Pa. 19127  
Phone: 215-482-9565 x 206  
FAX: 215-487-9137  
ksykora@manayunk.org





**SCHUYLKILL RIVER**  
NATIONAL & STATE HERITAGE AREA

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September 9, 2009

Ray LaHood Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood:

I am writing to express my enthusiastic support for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that will submitted by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construct a number of important trail segments, stimulate job creation, close significant trail gaps, and enhance several bicycle and pedestrian trail networks in the Eastern Pennsylvania and the South New Jersey region.

The non-profit Schuylkill River Greenway Association, manager of the Schuylkill River State and National Heritage Area, is pleased to offer its support to the GREAT-PA/NJ application. Our organization has lead Schuylkill River Trail acquisition and development in Berks and Schuylkill counties since 1990 and understands its economic and social benefits.

Completing the trail network will enhance our region's sustainability and livability, add to our region's ability to comply with greenhouse gas emission caps, and will reduce traveled vehicle miles.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Kurt Zwikl".

Kurt Zwikl  
Executive Director



113 N. Van Pelt Street  
Philadelphia, PA  
19103

September 11, 2009

Ray LaHood  
Secretary,  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: TIGER Grant--Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ)

Dear Secretary LaHood,

I am writing to express the enthusiastic support of the Schuylkill River Park Alliance for a TIGER Discretionary Grant application called Generating Recovery by Enhancing Active Transportation in Pennsylvania and New Jersey (GREAT-PA/NJ) that is going to be submitted in mid-September by a coalition of Pennsylvania and New Jersey counties.

GREAT-PA/NJ proposes to design and construction a number of important trail segments that would significantly close gaps, connect and enhance several bicycle/pedestrian trail networks in the Eastern Pennsylvania and South New Jersey region.

This set of trail networks, which only partially exists today, would significantly expand the spine of the Schuylkill River Trail and the East Coast Greenway. A more completed and contiguous network of trails would enhance our region's sustainability and livability, ability to comply with greenhouse gas emission caps and reduce vehicle miles travelled, and make the region more economically competitive. Building the trail segments will create jobs and a more completed trail system will enhance regional economic development.

I am extremely supportive of this proposal and urge your favorable consideration.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Perry Benson', with a long, sweeping horizontal line extending to the right.

Perry Benson  
Board President