

# DVRPC Fiscal Year 2009 Transportation Improvement Program

## Volume III • Pennsylvania

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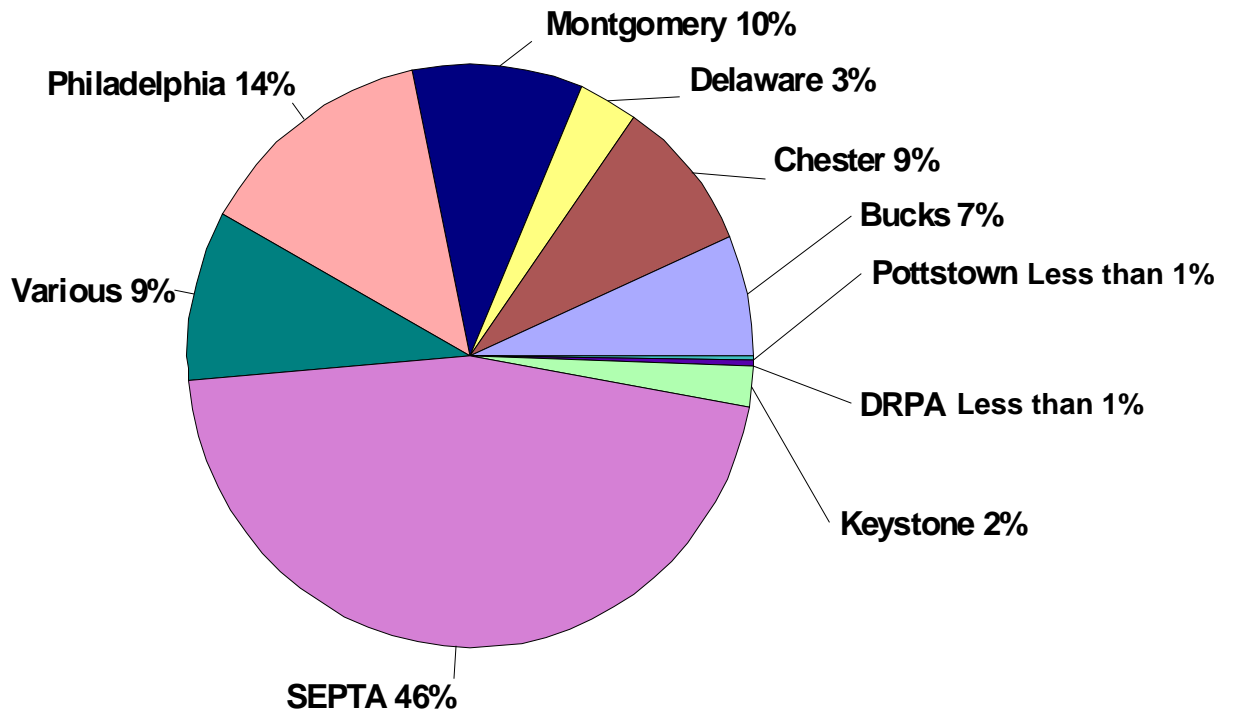
## Pennsylvania Program Summary

The DVRPC FY2009 Transportation Improvement Program for Pennsylvania contains project maps, project descriptions, and the appendices for the Pennsylvania Subregion. The TIP for Pennsylvania contains over 497 projects, totaling over \$4 billion for the phases to be advanced over the next four years, averaging \$1 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the highway system and \$1.9 billion of transit projects for SEPTA, DRPA Pottstown Urban Transit, and the Keystone Service. These PA figures do not include 8 projects in the DVRPC region totaling over \$416 million dollars which are part of the new PA Statewide Interstate Management Program. The following figures summarize the program.

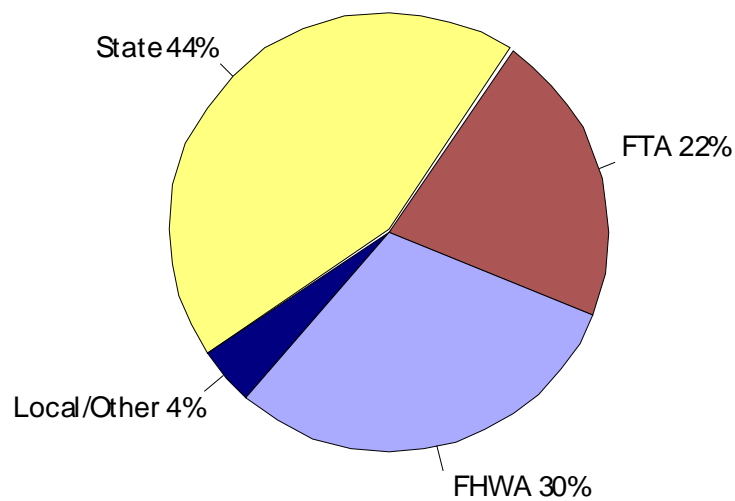
<b>Figure 1: Cost Summary by County and Transit Operator in the Pennsylvania Subregion (\$ 000)</b>					
	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>Total</b>
<b>Highway Program</b>					
Bucks	\$80,977	\$65,951	\$60,751	\$60,710	\$268,389
Chester	\$73,593	\$78,012	\$102,137	\$98,427	\$352,169
Delaware	\$41,594	\$53,289	\$26,810	\$14,999	\$136,692
Montgomery	\$102,200	\$96,464	\$111,612	\$76,929	\$387,205
Philadelphia	\$173,380	\$129,524	\$133,638	\$110,115	\$546,657
Various	\$78,997	\$66,333	\$96,768	\$137,061	\$379,159
<b>Subtotal</b>	<b>\$550,741</b>	<b>\$489,573</b>	<b>\$531,716</b>	<b>\$498,241</b>	<b>\$2,070,271</b>
<b>Total Cost - 4-Year Highway Program</b>					<b>\$2,070,271</b>
<b>Transit Program</b>					
Keystone Service	\$13,767	\$21,767	\$20,767	\$26,767	\$83,068
Pottstown	\$1,838	\$1,838	\$1,838	\$1,838	\$7,352
SEPTA	\$441,455	\$465,685	\$472,199	\$471,073	\$1,850,412
DRPA	\$11,513				\$11,513
<b>Subtotal</b>	<b>\$468,573</b>	<b>\$489,290</b>	<b>\$494,804</b>	<b>\$499,678</b>	<b>\$1,952,345</b>
<b>Total Cost - 4-Year Transit Program</b>					<b>\$1,952,345</b>
<b>Grand Total Cost - 4-Year Highway and Transit Program</b>					<b>\$4,022,616</b>

**Figure 2:  
Cost Summary for the Pennsylvania Subregion**

**By County and Operator**



**By Funding Source**



# DVRPC FY 2009-2012 TIP for PA

## Costs by TIP Funding Category

TIP FUND	2009	2010	2011	2012	2009-2012	Later FYs
<b>Program: Highway</b>						
115	400	0	0	0	400	0
576	610	0	0	0	610	0
ACT44	79,896	79,896	82,074	84,304	326,170	81,095
ACT44-DS	12,889	6,090	19,148	32,000	70,127	0
BND	25,576	23,445	21,313	19,182	89,516	5,897
BRIDGE	59,050	61,798	66,394	66,335	253,577	159,790
B-STATE	30,664	30,890	31,737	30,566	123,857	76,909
CMAQ	57,312	58,922	60,596	62,338	239,168	52,919
DEMO	47,727	21,962	18,183	4,210	92,082	24,410
ECON	9,500	5,500	0	0	15,000	0
HSIP	9,860	10,244	10,653	11,079	41,836	0
H-STATE	38,921	39,286	38,599	37,890	154,696	369,050
H-TE	6,719	6,066	6,309	6,561	25,655	0
HWY	75,415	79,606	81,919	85,424	322,364	1,467,648
LOCAL	21,060	16,512	13,036	8,859	59,467	66,451
OTHER	8	40	0	0	48	0
RAIL	1,031	1,072	1,115	1,160	4,378	0
S-MAINT	0	0	0	0	0	2,400
SPK-FB	2,439	1,000	4,000	0	7,439	0
SPK-FH	23,611	3,240	22,000	0	48,851	0
SPK-SB	0	500	1,000	0	1,500	0
SPK-SH	4,400	560	7,400	0	12,360	0
STU	42,255	42,944	45,702	47,531	178,432	225,999
TBD	0	0	0	0	0	1,032,300
TCSP	1,398	0	0	0	1,398	0
TOLL-MATCH	0	0	0	0	0	0
TPK	0	0	538	802	1,340	0
<b>TOTAL</b>	<b>550,741</b>	<b>489,573</b>	<b>531,716</b>	<b>498,241</b>	<b>2,070,271</b>	<b>3,564,868</b>
<b>Program: Transit</b>						
1514	61,999	107,000	109,673	112,419	391,091	244,965
1516	4,241	4,241	4,241	4,241	16,964	0
1517	24,737	24,709	24,691	24,691	98,828	45,000
5307	99,826	100,627	103,612	106,436	410,501	213,500
5309	111,595	101,044	103,941	106,929	423,509	305,000
5309-B	11,893	5,707	5,554	5,506	28,660	0
FLEX	3,380	0	0	0	3,380	0
FREE	42	42	42	42	168	0
JARC	2,741	2,741	2,741	2,741	10,964	0
LOCAL	31,828	27,540	24,743	20,947	105,058	39,016
PTAF	31,578	31,610	31,624	31,624	126,436	63,290
T-BOND	83,768	83,041	83,041	83,041	332,891	178,538
T-TE	945	988	901	1,061	3,895	1,061
<b>TOTAL</b>	<b>468,573</b>	<b>489,290</b>	<b>494,804</b>	<b>499,678</b>	<b>1,952,345</b>	<b>1,090,370</b>
<b>GRAND TOTAL</b>	<b>1,019,314</b>	<b>978,863</b>	<b>1,026,520</b>	<b>997,919</b>	<b>4,022,616</b>	<b>4,655,238</b>

### **Financial Constraint**

At the beginning of each TIP update, the state DOT develops "financial guidance" for use by DVRPC and their other metropolitan planning organizations (MPO). The financial guidance establishes highway and transit funding levels which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix A. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP.

Since the DVRPC FY 2009 TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

You will also note that both the PA and NJ TIPs make information available for project costs which cannot be included in the 4 year constrained period of the TIP. It may be because projects will take several years until they reach the point of advancing to a particular phase such as construction. In any case, project costs that show in the PA TIP under "Later Fiscal Years" (LFY) or in the NJ TIP as "Out Year Costs" do not have identifiable funding as part of the 4 year constrained, federally required DVRPC TIP. The LFY and "Out Year" costs are noted to indicate a more accurate anticipated cost of a project. NJDOT has for the first time developed a 10 year capital program, attempting to identify realistic anticipated revenues over the 10 year horizon.

The Interstate Management Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP) was created to pro-actively address the maintenance and reconstruction of the state's aging interstate infrastructure. An average of \$490 million per year (FY 2009 - 2012) will be used statewide, funded by all Interstate Maintenance Funds as well as a portion of NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, so those funds have been removed from what has previously represented the region's share for fiscal constraint purposes. DVRPC has 8 projects in the region totaling over \$416 million that are included in the IMP. Those highway projects are listed separately from the standard PA highway program.

A new Pennsylvania revenue source called Act 44 was signed into law by the Pennsylvania Legislature in July 2007. The Act establishes an inflation sensitive, long-term funding stream to address Pennsylvania's transportation funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to

help fund the states 73 transit agencies. Pennsylvania has more structurally deficient bridges than any state in the nation and the revenue generated under Act 44 will allow the state to fix those bridges. DVRPC has over 54 projects in the region totaling over \$396 million that are funded by Act 44 funds.

Federal regulations also require transit operators which receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis which shows that the agency has stable and reliable revenue sources needed to meet future annual capital and operating and maintenance costs. The analysis covers the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any debt issued to finance the capital project; or 20 years.

For SEPTA, Certification of Financial Capacity is included in the annual list of certifications and assurances, under Category XII. SEPTA certifies to these Certifications and Assurances in TEAM each year. The Triennial Review includes FTA review of SEPTA's compliance in 23 different areas, including Financial. The draft report for the last Triennial Review for SEPTA, from the FTA dated August 26-28, 2008, found no deficiencies with FTA requirements for financial responsibilities. This documentation is on file at the transit operators, as well as with the FTA.

In addition, the complete SEPTA Financial Analysis is included in Appendix A as part of the Financial Guidance.

## **Project Maps and Listings**

### **Project Maps**

The maps on the following pages show the location of the projects included in the DVRPC FY 2009 TIP for Pennsylvania. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state DOT project number (MPMS#).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in MPMS# order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their MPMS reference number under the heading TIP Projects not Mapped.

The Internet version of the TIP, found on the DVRPC website at [www.dvrpc.org](http://www.dvrpc.org), includes a new interactive method for displaying the maps and the project listings. Using Google maps as a base, projects can be located using either the street grid or aerial views.

### **Project Listings**

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit, and the Interstate Maintenance programs which are thoroughly explained in the following paragraphs.

A project index exists at the beginning of the document to assist in quickly locating a project within the document. The project index is arranged alphabetically by project title and includes the appropriate MPMS#, agency or county, program, and page number.

### **DVRPC Region Highway and Transit Projects**

The project listings are grouped by county and transit operator. The first group includes highway projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, a listing of projects that apply to various counties, and transit projects for PennDOT, Pottstown Urban Transit, DRPA, and SEPTA.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code. To assist in quickly locating a project within the document,

each county or transit section begins with an index of projects arranged alphabetically by project title and includes the appropriate MPMS #.

### **Statewide Interstate Management Program**

The Statewide Interstate Management Program (IMP) is a recent program which took effect in FY 2007. PennDOT and Planning Partners across the state agreed to become more proactive in maintaining our state's highway aging interstate infrastructure by effectively pooling highway fund resources to repair it. An average of \$490 million per year from the state's highway resources has been made available for this program. System preservation projects selected according to engineering criteria developed by PennDOT for roadway and bridges included in the IMP have been programmed centrally by PennDOT. DVRPC has over \$2 billion in funding needs for eligible projects in this program. Projects selected for funding as part of the IMP are listed in a separate project list following the traditional list for the highway program.

## **Codes and Abbreviations**

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds.

These codes and abbreviations are explained below.

### **Air Quality Codes**

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed - 2020 or 2030. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Figure 4 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects that have been determined not to be regionally significant as defined in the final conformity rule and do not fit into an exempt category have been labeled "NRS".

### **CMP Notation**

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC's Congestion Management Process (CMP) and are noted as such in the TIP description with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

### **Freight Corridor Initiative**

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors, or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

### **Using the Web**

The TIP can also be found on the DVRPC website where you can easily search through and/or review the current DVRPC TIPs for Pennsylvania and New Jersey. The web includes a new interactive method for displaying maps and project listings that allows you to view projects using Google's street or aerial views. To use the DVRPC TIP web page, log on to [www.dvrpc.org](http://www.dvrpc.org) and select Transportation, Capital Programming and then Transportation Improvement Program (TIP) or simply select TIP in the Quick Links.

### **Phase of Work**

**CAL (Capital Acquisition Lease)** - Involves lease payments attributable to the acquisition, through financial leasing arrangements for various capital assets

**CAP (Capital Asset Construction)** - Involves construction of buildings, structures, equipment, or intellectual property.

**CON (Construction)** - Involves the actual building of a project.

**DES (Final Design)** - Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.

**DS (Debt Service)** - Involves scheduled payments due for principal and interest on bonds

**EC (Engineering/Construction)** - Funding can be used for both design and construction costs.

**ER (Engineering/Right of Way)** - Funding can be used for both design and right of way costs.

**ERC (Engineering/Right-of-Way/Construction)** - Funding can be used for design, right of way, and construction costs.

**FD (Final Design)** - The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.

**PE (Preliminary Engineering)** - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

**PLS (Planning Study)** - Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.

**PRD (Project Development)** - Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns and costs.

**PUR (Purchase of Equipment)** - Involves the purchasing of equipment.

**ROW Right-of-Way Acquisition** - Involves purchasing the land needed to build a project.

**UTI (Utilities)** - Utility relocation work associated with a project.

### **Federal Highway Funding Sources**

**BRIDGE (Federal Bridge Program)** - Federal funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

**CMAQ (Congestion Mitigation and Air Quality Improvement Program)** - Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity.

**DEMO (Demonstration Funds)** - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

**ECON** - Special bond funding from the state Department of Economic Development.

**EB (Equity Bonus Program)** - Federal funding to states based on equity considerations.

**HSIP (Highway Safety Improvement Program)** - Federal funding for projects or strategies included in the State strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

**IM (Interstate Maintenance)** - Federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

**NHS (National Highway System)** - Federal funding for projects that improve and support the interstate highway system and other key highway links.

**PL (Metropolitan Planning Funds - FHWA)** - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

**RHX (Rail Highway Grade Crossing)** - Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

**STP (Surface Transportation Program)** - Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities.

**STP-STU (Surface Transportation Program-Urban Allocation)** - Federal funding previously made available under various smaller federal aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with population over \$200,000.

**STP-TE (Surface Transportation Program-Transportation Enhancement Program)** - Federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

### **State Highway Funding Sources**

**183 (Appropriation 183)** State funding which can be applied to local bridge projects.

**185 (Appropriation 185)** State funding which can be applied to state bridge projects.

**581 (Appropriation 581)** State funding which can be applied to highway projects on the state highway system.

**582 (Appropriation 582)** State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations.

**916 (Act 44)** - State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.

**BND (Bond Funds)** - State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.

**SPR (Planning and Research)** - State funding for planning and research activities.

**STATE (State Transportation Funds)** - State funding from the Pennsylvania Transportation Trust Fund.

***Other Funds***

**FERRY (Federal Ferry Funds)** - Federal funding for the rehabilitation and/or development of ferry facilities throughout the State.

**TBD** - To be determined

**Federal Transit Funding Sources**

**CMAQ (Congestion Mitigation and Air Quality Improvement Program)** - Federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

**DEMO (Demonstration Funds)** - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

**HPP10 (High Priority Projects)** - Special funding from congressional earmark provided under SAFETEA-LU.

**HPP20 (High Priority Projects)** - Special funding from congressional earmark provided under SAFETEA-LU.

**JARC (Job Access and Reverse Commute Program)** - Federal funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

**NEW FREEDOM (FTA 5317 Formula Program)** - Federal Transit Administration formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) to assist persons with disabilities.

**PL-FTA (Metropolitan Planning Funds - FTA)** - Federal funding for the federally mandated transportation planning process conducted within each Metropolitan Planning Organization.

**SPR-FTA (Planning and Research-FTA)** - Federal funding for planning and research activities.

**SEC 5307 (FTA Urban Area Formula Program)** - Federal Transit Administration Urbanized Area Formula Program funding for use on public transportation capital investments.

**SEC 5309 (FTA Capital Assistance Program)** - Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309 D - 5309 Discretionary) or by apportionment under a formula. Capital Investment categories include Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs.

**SEC 5310 (Elderly and Persons with Disabilities Program)** - Federal Transit Administration formula funding provided to states for capital costs of providing services to elderly persons and persons with disabilities.

**SEC 5311 (Nonurbanized Area Formula Program)** - Federal Transit Administration formula funding provided to states for capital and operating assistance for rural and small urban programs.

**SEC 5340-G (Growing States and High Density States Programs)** - Federal Transit Administration formula funding. Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within 7 states identified in SAFETEA LU, including New Jersey.

**T-TE (Transit - Transportation Enhancement Program)** - Federal funding for historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

### **State Transit Funding Sources**

**CB (Capital Bonds)** - State funding used to match federal grants and support State funded initiatives.

**SEC 1514 (Act 44 - Asset Improvement Program)** State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.

**SEC 1515 (Act 44 - New Initiatives Program)** State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.

**SEC 1516 (Act 44 - Programs of Statewide Significance)** State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.

**SEC 1517 (Act 44 - Capital Improvement Program)** State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.

**STATE (State Transportation Funds)** - State funding from the Pennsylvania Transportation Trust Fund.

***Other Funds***

**FTA FERRY (Federal Ferry Funds-FTA)** - Federal funding for the rehabilitation and/or development of ferry facilities throughout the state.

**FED OTHER (Federal Other)** - Used to denote unanticipated allocations of federal funds, outside of the regular apportionment process, so the funding source is not known.

**LOCAL** - Funding provided by counties, municipalities, or other non-federal sources to match State or Federal funds.

**OTHER** - Potential federal earmarks or unidentified nontraditional funds.

**TBD** - To be determined

