What is it?
Why does it Matter?

DVRPC Public Participation Task Force
May 5, 2016
DVRPC

Planning

Capital Programming

Project Implementation & Evaluation

Transportation Improvement Program
What is the TIP?

- **Required by federal legislation**

  Developing and maintaining the TIP makes the region **eligible** to receive and to spend federal transportation dollars.

- **PA and NJ TIPs:**
  - $6.9 Billion over 4 years
Regional Decision Making is Critical

Scarcity of Resources VS Region’s Priority Transportation Projects
FY2015 TIP for PA
$5 Billion – >330 Projects

- State: 38%
- FHWA: 38%
- FTA: 17%
- Local/Other: 3%
- PA Turnpike: 4%

FY2016 TIP for NJ
~$1.9 Billion – 130 Projects

- State: 38%
- FHWA: 43%
- FTA: 18%
- Local/Other: 1%

Funds by Source Type
FY2015 TIP for PA
$5 Billion – >330 Projects

- Pottstown: 0.20%
- IMP: 13%
- Bucks: 11%
- Chester: 3%
- Delaware: 6%
- Montgomery: 7%
- Philadelphia: 10%
- Various PA Counties: 4%
- SEPTA: 46%

FY2016 TIP for NJ
~$1.9 Billion – 130 Projects

- Burlington: 4%
- Camden: 28%
- Various NJ Counties: 13%
- Various PA Counties: 4%
- DRPA/PATCO: 4%
- Mercer: 6%
- Gloucester: 4%
- NJ TRANSIT: 41%
- Philadelphia: 10%
- Montgomery: 7%
- Delaware: 6%
- Various: 13%
- Bucks: 11%

By County and Operator
TIP Evaluation Criteria (Weights)

- Facility/Asset Condition: 19%
- Safety: 17%
- Reduce Congestion: 15%
- Invest in Centers: 13%
- Facility/Asset Use: 11%
- Economic Competitiveness: 8%
- Multimodal Bike/Pedestrian: 7%
- Environmental Justice: 5%
- Air Quality/Green Design: 5%
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>TIP Program Years ($ millions)</th>
<th>Later Fiscal Years ($ millions)</th>
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<tbody>
<tr>
<td></td>
<td>STP-STU</td>
<td>2.000</td>
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<tr>
<td>Fiscal Year Total</td>
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<td>2.000</td>
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Total FY2016-2019: 2.000
Total Later FY2020-2025:
Project Delivery Process

- Identify Need and Problem Screening
- Concept Development
- Preliminary Engineering
- Final Design (and/or Right-of-Way and/or Utilities)
- Construction
Roadway Improvements as part of Haddon Avenue Transit Village

Source: Cooper's Ferry Partnership
I-295/I-76/Route 42 Direct Connection

✓ Advanced ITS Contract Completed.

4 Main Contracts:

✓ Contract 1 in CON

✓ Contract 2 in CON

• Contract 3 – CON Programmed FY16-19

• Contract 4 – CON Programmed FY19-21
Pennsauken Transit Center

“Where the Pennsauken Waters Flow”
Digitally printed glass by J. Kenneth Leap

Opening Columbus Day Oct 14, 2013

Source: NJ TRANSIT
After

Source: SEPTA
THE CURRENT FY2015 PA TIP REMAINS EFFECTIVE WHILE THE FY2017 PA TIP IS BEING UPDATED/DEVELOPED.
Get Involved

- Social media
  - Facebook
  - Twitter
  - Instagram

- TIP website: www.dvrpc.org/TIP

- Monthly TIP Actions – Board Comment Process
- Public Comment Period for TIP Update
Submit Public Comments Online

DRAFT FY2016 Transportation Improvement Program (TIP) for NJ

Submit Comments Here

To add a comment for a specific TIP project, please select that project on the map and then click on the Submit Comment icon to submit a comment.

Use the links below to interact with general comments for DVRPC FY2016 TIP for New Jersey.

Submit a general comment for Draft DVRPC FY2016 TIP for New Jersey

Search:

Project Categories

Zoom to

Please use DVRPC’s TIP Web Map app!
Thank You!

View TIP documents at www.dvrcp.org/TIP
King of Prussia Rail Project
An Extension of the Norristown High Speed Line

King of Prussia Rail
Liz Smith, SEPTA
May 3, 2016
Project Background

King of Prussia not directly served by rail

- Paoli-Thorndale & Norristown Regional Rail lines, as well as Norristown High Speed Line come within 3 miles of KOP
- Served by 6 bus routes with high ridership, but low on-time performance
Project Background
Project Need

KOP IS THE LARGEST EMPLOYMENT CENTER OUTSIDE OF PHILADELPHIA

25 million Mall visitors
1.7 million VF Park visitors

57,100 jobs in Upper Merion

$43B in consumer expenditures within 30 minutes

12,500 jobs by Mall

19,000 jobs in Office Park

25 million Mall visitors
1.7 million VF Park visitors

57,100 jobs in Upper Merion

$43B in consumer expenditures within 30 minutes

12,500 jobs by Mall

19,000 jobs in Office Park
Project Need

KOP IS GROWING ...

- Mall expanding by 155,000 sqft
- Business park re-zoned for mixed use
- Village at Valley Forge
  - 1.5 M sqft office
  - 500 hotel rooms
  - 2,000 residential units

... IT NEEDS BETTER TRANSIT

- Six bus routes
  - 5,600 riders
  - 65% on-time
- NHSL
  - 99% on-time
  - No Schuylkill traffic
- Lower rate of licensed drivers
Norristown High Speed Line
Project Schedule

2013
Alternatives Analysis/DEIS

2017
We are Here
Final EIS

2018
Engineering

2020
Construction

2023
Operation
Alternatives Analysis

A process to work with the public and project stakeholders to determine the best routing (Alternative) for the project, looking at various factors including costs, benefits, and impacts.

Draft Environmental Impact Statement (DEIS)

The purpose of the EIS is to provide full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable ways to avoid or minimize negative impacts and enhance the quality of the environment.
Public Involvement

Key Part of Project

Public Meetings

- Pre-Scoping (January 2013)
- Scoping Hearing (July 2013)
- Tier 1 Alternatives (January 2014)
- Tier 2 Alternatives (Fall 2014)
- Tier 3 Alternatives (Spring 2015)
- Preliminary Locally Preferred Alternative (Spring 2016)
- Future DEIS Public Hearing

Stakeholder Coordination
Alternatives Development

Long List of Alternatives
Alternatives Screening

Tier 1 Screening
Long List of Alternatives

Tier 2 Screening
12 Elevated Alternatives and
4 At-Grade Variants
Preliminary Alternatives

Tier 3 Screening
Build Alternatives
Locally Preferred Alternative

We are here
Build Alternatives
Tier 3 Screening

Tier 3 Criteria

- Refined Ridership Forecast
- Refined Costs
- Costs Per Rider
- Financial Feasibility
- Economic & Land Use Analysis
- Quantification & Evaluation of Impacts & Benefits

Locally Preferred Alternative
Recommended LPA

PECO/TP–1st Ave

VF PARK
VFCC & CASINO
KOP BUSINESS PARK
KOP MALL

King of Prussia Rail Project | An Extension of the Norristown High Speed Line
PECO/TP–1st Ave

Mall Segment

Conceptual Rendering
## Project Facts

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Capital Cost</td>
<td>$1.1B</td>
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<tr>
<td>Increased O&amp;M Cost</td>
<td>$4.9M</td>
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<tr>
<td>Ridership</td>
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<td>69th St to Business Park (local)</td>
<td>36 min</td>
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<tr>
<td>69th St to Business Park (express)</td>
<td>22 min</td>
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<tr>
<td>NTC to Business Park (local)</td>
<td>16 min</td>
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Economic Benefits

- World Class Greater Philadelphia - Infrastructure
- Report on regional economic impacts of KOP Rail
  - Local benefits from construction spending
  - Benefits of increased transit connectivity
  - Travel time savings
  - Increased development
  - New businesses and residents
Next Steps

• Increased Public Involvement Effort
  – Neighborhood Meetings
  – Backyard Visits
  – Citizens Working Group
Next Steps

• DEIS released in December 2016
• Select LPA after DEIS public comment period
• Potential for LPA adoption by SEPTA, County, Township and DVRPC in early 2017
• FEIS begins in early 2017
  – Will only consider selected LPA
  – Will commit to minimization and mitigation
• Potential New Starts application, request to enter engineering in 2018
An Extension of the Norristown High Speed Line

Thank You!

www.kingofprussiarail.com
info@kingofprussiarail.com
www.twitter.com/KOPRail