
DVRPC FY 2001 Transportation Improvement Program

for Southwestern New Jersey and Southeastern Pennsylvania



Volume I Executive Summary



Delaware Valley Regional Planning Commission

Adopted July 2000

**DVRPC FY 2001
Transportation Improvement Program
for Southwestern New Jersey and
Southeastern Pennsylvania**

**Volume I
Executive Summary**



Delaware Valley Regional Planning Commission

Adopted July 2000

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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

FY 2001 Transportation Improvement Program

Volume I Executive Summary

TABLE OF CONTENTS

Introduction	1
General Overview of the TIP	3
Program Summaries	8
New Jersey Subregion	8
Pennsylvania Subregion	10
Goods Movement and Economic Development	12
Toll Authority Highway and Port Related Projects	16
Selected Studies	16
Special Programs	20
Public Comment	23

LIST OF FIGURES

1. Cost Summary by County and Transit Operator	
New Jersey Subregion	8
2. Cost Summary by Funding Source	
New Jersey Subregion	9
3. Cost Summary by Project Category	
New Jersey Subregion	9
4. Cost Summary by County and Transit Operator	
Pennsylvania Subregion	10
5. Cost Summary by Funding Source	
Pennsylvania Subregion	11
6. Cost Summary by Project Category	
Pennsylvania Subregion	11
7. Projects that Promote Goods Movement and Economic Development	13
8. Toll Authority Highway and Port Related Projects	17
9. Selected Transportation Studies Currently Underway	19

Introduction

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Fiscal Year 2001 Transportation Improvement Program (TIP) for the New Jersey portion of the region (Fiscal Years 2001-2003) for the Pennsylvania portion of the region (Fiscal Years 2001-2004). The DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies. The TIP is the culmination of the region's transportation project development process.

In the New Jersey Subregion, the TIP contains nearly 160 projects totaling about \$1 billion for the phases to be advanced during the next three years. It includes \$584 million of projects primarily addressing the highway system and \$422 million of transit projects for DRPA/PATCO and NJ TRANSIT. Figure 1 (page 8) presents a funding summary of the DVRPC program by county and transit operator for each of the three TIP years.

In the Pennsylvania Subregion, the TIP contains over 500 projects totaling about \$3.8 billion for the phases to be advanced during the next four years. It includes \$1.8 billion of projects primarily addressing the highway system and \$2.0 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Service. Figure 4 (page 10) presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years.

Both the New Jersey portion and the Pennsylvania portion of the FY2001 TIP meet the federal requirement of being financially constrained to a level of funding that is reasonably available to the region, as established in the financial guidance provided by the respective states. See Appendix A in Volumes II and III for further details on this guidance.

The TIP and TEA-21

The TIP is a requirement of federal transportation legislation, most recently the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Record transportation investment is prescribed in TEA-21 in a balanced approach through a guaranteed commitment to highways and bridges, public transit, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. The legislation promises to spend more than \$215 billion on transportation over the six years (FY 1998 to FY 2003) and guarantees that most of the money will be appropriated.

What this Document Includes

The complete TIP document has been divided into four volumes. This volume, Volume I, includes (a) a general overview of the TIP intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP, (b) various summaries of the New Jersey and Pennsylvania programs and other information of general interest, and (c) a description of the TIP public involvement process, including how DVRPC has met the requirements of Title VI of the 1964 Civil Rights Act.

Volume II contains the maps and lists of the New Jersey projects, while Volume III contains the maps and lists of the Pennsylvania projects. These volumes also contain the following three appendices: (a) Financial Guidance used in developing the program, (b) documentation on the air quality conformity finding, and (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP. Volume IV, the Public Comment document, is a compilation of the comments received on the Draft TIP, along with the agency responses.

General Overview of the TIP

The TIP is the agreed upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Transportation Equity Act for the 21st Century, or TEA-21. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers three years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four year period and is updated every other year.

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

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The financial guidance used to develop each of the programs is included as an appendix in Volumes II and III.

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

The TIP is not a final schedule of project implementation. The time frame shown in the TIP is the "best estimate" at the time of TIP development, which is six to nine months prior to the beginning of

the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

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

How Does the TIP Relate to the Long Range Plan?

Regionally significant projects must be drawn from the region's long range plan and all projects in the TIP must help implement the goals of the plan. The long range plan, required by federal law, is the document which helps direct transportation and land use decisions over a minimum 20 year horizon. The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, the Year 2020 Plan, into a short-term program of improvements.

While all projects included in the TIP must be consistent with the long range plan, projects which add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management System, a process that attempts to meet increasing travel demand through non-capacity adding strategies where practical. All projects included in the TIP have met this requirement.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to the purpose of state implementation plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan as determined by an emissions analysis. The regionally significant projects in the FY 2001 TIP are a subset of the regionally significant projects contained in the *Direction 2020 Long Range Transportation Plan*.

The TIP and Plan have been tested for conformity and found to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx) and Carbon Monoxide (CO) emissions are less than any budget established by the states for the budget year and any subsequent analysis year.

Documentation of the TIP conformity finding is included as an appendix in Volumes II and III. A complete description of the conformity procedures can be found in *Conformity of the DVRPC FY 2001 Transportation Improvement Program, July 2000*.

How is the TIP Funded?

The major funding source for the projects in the TIP is TEA-21, administered through the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of Pennsylvania and New Jersey to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities and private developers or toll authorities, as well as transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by the DVRPC.

How Does a Project Get on the TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precedes a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a

particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed their own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to insure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's goals. The RTC, composed of state, county, and city planners, transit operators, citizen representatives, and transportation related interest groups, makes recommendations to the DVRPC Board.

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

What Happens to a Project Once It's on the TIP?

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

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible and so that resources can be reallocated as necessary.

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

Why is Municipal and Interest Group Involvement Important?

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

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most DVRPC policies and plans. To become a member of the RCC or the GMTF, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the draft TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30 day public comment period and holds several "open house" meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the draft TIP are distributed to a number of libraries in each county as well as the DVRPC library. The TIP documents are able to be viewed via DVRPC's home page on the Internet at www.dvrpc.org.

Specific information regarding the public comment process for the Draft FY2001-2003 TIP for New Jersey and the Draft FY2001 - 2004 TIP for Pennsylvania can be found on page 23.

Program Summaries

New Jersey Subregion

The FY 2001 - 2003 TIP for the New Jersey subregion contains about 160 projects, totaling \$1 billion for the phases to be advanced over the next three years, averaging \$333 million per year. It includes \$584 million in projects primarily addressing the highway system and \$422 million of transit projects for NJ TRANSIT and DRPA/PATCO. On a statewide basis, the DVRPC program represents approximately 13% of total statewide resources - about 12% of highway and bridge funds, and about 14% of transit funds. The following figures summarize the program.

Figure 1 Cost Summary by County and Transit Operator New Jersey Subregion (\$ 000)				
	FY2001	FY2002	FY2003	Total
Highway Program				
Burlington	\$22,610	\$45,870	\$28,665	\$97,145
Camden	\$34,060	\$45,573	\$50,087	\$129,720
Gloucester	\$6,706	\$24,343	\$4,393	\$35,442
Mercer	\$67,961	\$41,932	\$27,275	\$137,168
Various	\$70,441	\$54,406	\$59,256	\$184,103
Subtotal	\$201,778	\$212,124	\$169,676	\$583,578
Total Cost - 3 Year Highway Program				\$583,578
Transit Program				
DRPA/PATCO	\$12,150	\$13,350	\$12,950	\$38,450
NJ Transit	\$129,803	\$112,969	\$140,714	\$383,486
Subtotal	\$141,953	\$126,319	\$153,664	\$421,936
Total Cost - 3 Year Transit Program				\$421,936
Grand Total Cost -3 Year Highway and Transit Program				\$1,005,514

Figure 2
Cost Summary by Funding Source
New Jersey Subregion

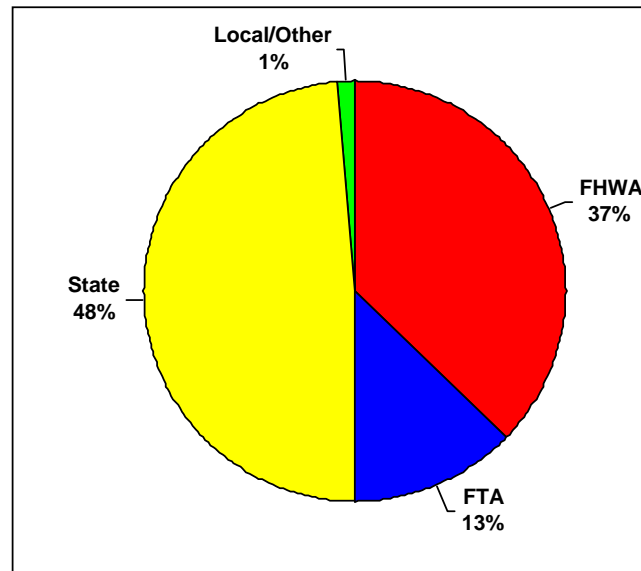
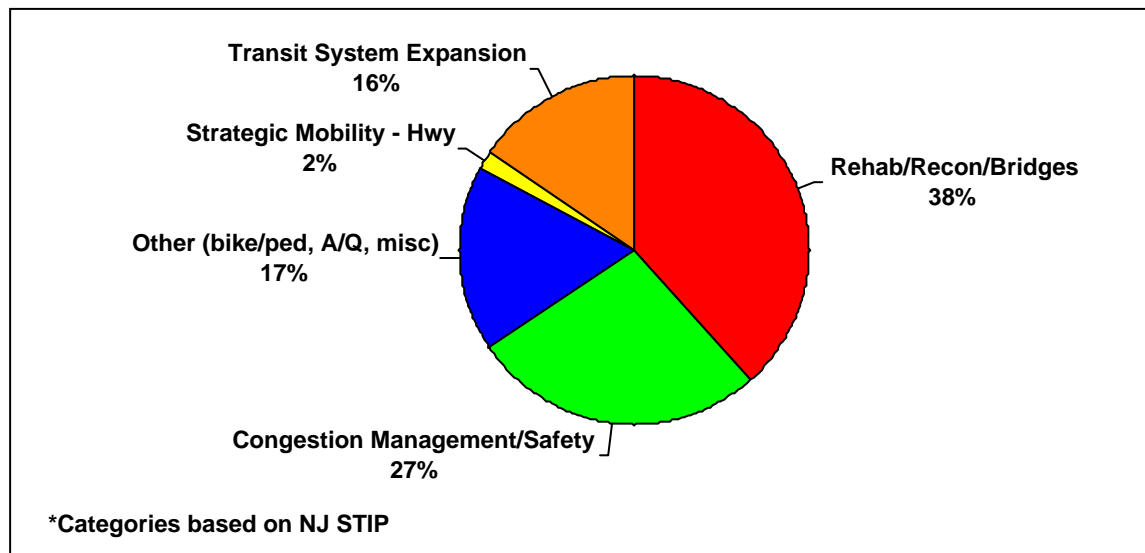


Figure 3
Cost Summary by Project Category*
New Jersey Subregion



Pennsylvania Subregion

The FY 2001 - 2004 TIP for the Pennsylvania subregion contains over 500 projects totaling about \$3.8 billion for the phases to be advanced during the next four years, averaging \$950 million per year. It includes \$1.8 billion in projects primarily addressing the highway system and \$2.0 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Service. On a statewide basis, the DVRPC program represents approximately 33% of total statewide resources - about 22% of highway and bridge funds, and about 69% of transit funds. The following figures summarize the program.

Figure 4 Cost Summary by County and Transit Operator Pennsylvania Subregion (\$ 000)					
	FY2001	FY2002	FY2003	FY2004	Total
Highway Program					
Bucks	\$69,069	\$34,006	\$102,547	\$78,954	\$284,576
Chester	\$83,403	\$65,675	\$27,452	\$49,646	\$226,176
Delaware	\$17,350	\$26,627	\$35,604	\$25,388	\$104,969
Montgomery	\$93,606	\$134,823	\$162,694	\$138,695	\$529,818
Philadelphia	\$177,133	\$121,044	\$76,860	\$56,635	\$431,672
Various	\$57,857	\$60,769	\$20,455	\$39,880	\$178,961
Subtotal	\$498,418	\$442,944	\$425,612	\$389,198	\$1,756,172
Total Cost - 4 Year Highway Program					\$1,756,172
Transit Program					
Keystone Service	\$17,106	\$17,106	\$17,106	\$17,106	\$68,424
Pottstown	\$1,140	\$1,220	\$1,220	\$1,220	\$4,800
SEPTA	\$524,041	\$453,191	\$459,138	\$466,631	\$1,903,001
Subtotal	\$542,287	\$471,517	\$477,464	\$484,957	\$1,976,225
Total Cost - 4 Year Transit Program					\$1,976,225
Grand Total Cost - 4 Year Highway and Transit Program					\$3,732,397

Figure 5
Cost Summary by Funding Source
Pennsylvania Subregion

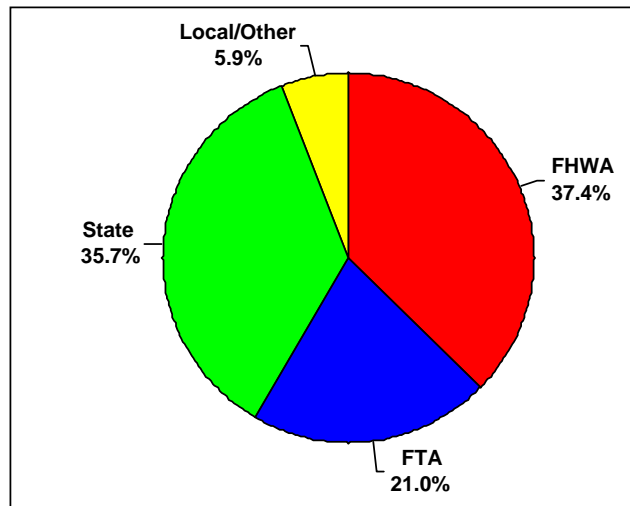
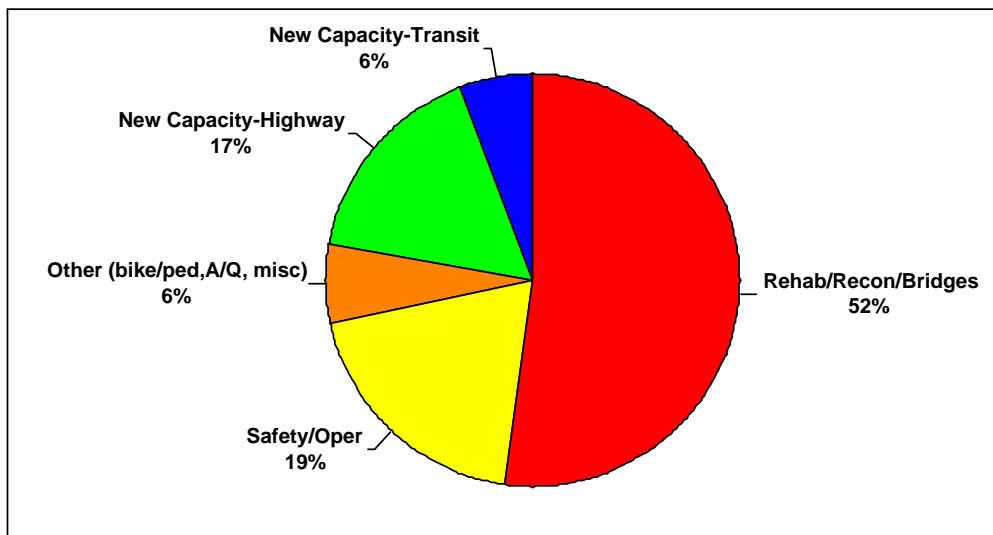


Figure 6
Cost Summary by Project Category
Pennsylvania Subregion



Goods Movement and Economic Development

As with ISTEA, the TEA-21 federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply, freight) considerations in the MPO programming process. Through its long range transportation planning, TIP development, and the conduct of technical studies (e.g., Intermodal Management System and access studies), DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning factor. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia region as an international freight center.

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for private and public sector freight experts to interject their recommendations on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects which facilitate the flow of goods and promote economic development. One of the DVGMTF's subcommittees, the Planning Subcommittee, has been specifically charged with identifying freight-related projects and seeking to introduce them into the TIP process.

Figure 7 highlights those projects in the TIP that promote goods movement and economic development. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or in corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted *Centers and Corridors* strategy.

While it is recognized that many other projects in the TIP will have a positive impact on freight movement, the identified projects are those which can more narrowly be characterized as freight-related. The projects were identified with the assistance of the DVGMTF's Planning Subcommittee and DVRPC's member governments.

Figure 7 Projects that Promote Goods Movement and Economic Development	
ID #	Project
New Jersey Subregion	
Burlington County	
D9901	CR635/537 Ark Rd. and Marne Highway Intersection Improvements
891	Haines Industrial Center
Camden County	
355A	I-295/NJ 42 - Missing Moves Study
355	I-295/NJ 42/I-76 Direct Connection Study
98392	Atlantic Avenue Drainage Improvements
Gloucester County	
201	Route 41 Operational Improvements
232C	Route 47/Route 40 Intersection Improvements
9332	Route 55 Freeway/Deptford Center Rd. Operational Improvements
97112	Route 322 Corridor Improvement Study
Mercer County	
9193	I-95/Route 31 Interchange Improvement
97110	Route 1/Meadow Rd. Grade Separated Interchange
99334	Duck Island Remediation
Various Counties	
X35C	Rail-Highway Grade Crossing Program
NJDOT Statewide Highway Program	
X34	Freight Program
X159	Truck Weigh Stations
X186A	Economic Development Assistance

Figure 7 Projects that Promote Goods Movement and Economic Development	
ID #	Project
<i>Pennsylvania Subregion</i>	
Bucks County	
0508	I-95/PA Turnpike Interchange
5716	Oxford Valley Rd./US 1 Ramps Interchange Improvements
5728	PA Turnpike/PA 13 Interchange Safety Improvements
5729	I-95/Street Rd. Interchange Improvement Study
5754	Route 232 Corridor Improvements
Chester County	
6719	PA 41 Improvements (Delaware State Line to PA 926)
6928	PA 41 Improvements (US 30 to PA 926)
6930	PA 41/Zook Rd. Intersection Improvement
6937	French Creek Parkway
Delaware County	
7051	PA 291, Industrial Highway
7850	PA 452, Market St. Bridge over AMTRAK
7883	I-95/Conchester Highway Access Study
7913	Lloyd St. Bridge Replacement
7915	Chester City Access Improvements
Montgomery County	
8633B	Sumneytown Pike Improvements
8749	PA 309 Connector Project
8781B	PA Turnpike, Northeast Extension/Lansdale Interchange Ramp Modifications
8819	US 422, Pottstown Expressway Study

Figure 7 Projects that Promote Goods Movement and Economic Development	
ID #	Project
8821	Upper Perkiomen Industrial Access Project
8823	Keystone Blvd.
City of Philadelphia	
0511A,B, 9756-9761	I-95 Bridge, Roadway, and Interchange Improvements
9661	40 th Street Bridge Replacement
9682A	42 nd Street Bridge Replacement
9684A-C	South Street Bridge Replacement/Rehabilitation
9740	North Delaware Avenue - New Roadway
9745	I-95/International Airport Ramp Revisions
9748	Philadelphia Naval Shipyard Access
9749	Tioga Marine Terminal
9814	I-95 Design Review Manager
Various Counties	
0517	Railroad/Highway Grade Crossing Improvement Program
0564	CSX Trenton Line Clearance Improvements
<i>Other Projects in the Region</i>	
DRPA	Fastship
DRPA	Intermodal Facility at Philadelphia Naval Business Center
DRPA	Intermodal Facility at Greenwich Yard

Toll Authority Highway and Port Related Projects

Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The toll authorities with facilities in this region (Delaware River Port Authority, New Jersey Turnpike, Pennsylvania Turnpike, South Jersey Transportation Authority, etc.) undertake numerous significant highway and port related projects utilizing their own funds. The projects which are scheduled for this TIP period are listed along with their associated costs and schedules in Figure 8.

Selected Studies

Numerous Congestion Management System (CMS) Studies, Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), Environmental Impact Statements (EIS), and sub-area studies are currently underway that will likely generate future TIP projects. CMS studies analyze travel demand reduction and operational management strategies as alternative solutions to adding single occupancy vehicle capacity. The purpose of a TIS is to provide policy level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. An EIS is an in depth technical analysis of the significant environmental impacts of a project which identifies alternatives that would avoid or minimize the adverse impacts. DVRPC's Unified Planning Work Program identifies all ongoing studies. Selected studies are listed in Figure 9.

Not included in Figure 9 are studies that already appear in the TIP and projects that appear in NJDOT's Study and Development Program. The Pennsylvania program contains a number of projects that are in the early stages of preliminary engineering where the scope of the project has not yet been determined (i.e., US 202 Section 100, PA 41 Delaware State Line to PA 946, etc.). The Study and Development phase takes a selected highway deficiency through the steps of problem documentation, initial concept development, feasibility assessment, and final scope development in order to make candidate projects ready for consideration in the next TIP update. The entire Study and Development program is presented in Volume II.

Figure 8 Toll Authority Highway and Port Related Projects		
Project Description	Schedule	Total Cost
<i>Delaware River Port Authority Projects</i>		
<i>Specific Bridge Projects</i>		
Movable Medial Barriers - Ben Franklin Bridge	2001	\$3,500,000
Movable Medial Barriers - Walt Whitman Bridge	2001	\$4,260,000
Movable Medial Barriers - Commodore Barry Bridge	2001	\$4,700,000
Movable Medial Barriers - Betsy Ross Bridge	2001	\$3,300,000
Walt Whitman Bridge Corridor Reconstruction Project, Section 4, Phase 2 - Rehabilitation of NJ approach and ramps, Black Horse Pike (NJ 168), and US 130 to and from the Bridge	2001 to 2002	\$22,350,000
<i>System-Wide Bridge Projects</i>		
Bridge Video Surveillance	2000 to 2001	\$480,000
<i>Special Projects still in Planning Phase</i>		
PPC Cruise Terminal - Metal detectors, x-ray machine	2000 to 2001	\$5,500,000
<i>Pennsylvania Turnpike Commission Projects</i>		
<i>Construction Projects</i>		
Bituminous overlay from Norristown Interchange to Philadelphia Interchange (17 miles)	1999 to 2000	\$9,000,000
On-going deck replacement of the existing Delaware River Bridge connecting Pennsylvania and New Jersey Turnpikes	through 2001	\$9,000,000
Quakertown Interchange improvements and park and ride lot in cooperation with PennDOT and Milford Township, Bucks County	2000 to 2002	\$1,000,000
Construction of slip ramps in Upper Dublin Township, Montgomery County	1999 to 2000	\$6,000,000
<i>Design Projects</i>		
Widening of I-276 from Valley Forge Interchange to Norristown Interchange	2000 to 2002	\$5,000,000

Figure 8
Toll Authority Highway and Port Related Projects

Project Description	Schedule	Total Cost
Studies		
I-95/I-276 Interchange Environmental Impact Statement	Scheduled for Completion in late 2001	\$9,000,000
Widening Study including location of slip ramps on I-476 from Mid-County Interchange to Lansdale Interchange	2000 to 2001	\$1,000,000
Study of slip ramps using electronic tolls at PA 29 in Great Valley, Chester County	on-going	To be determined
Study of slip ramps using electronic tolls in Bensalem, Bucks County at milepost 352.	2000 - 2001	To be determined

Figure 9
Selected Transportation Studies Currently Underway

Study	County(ies)
<i>New Jersey Subregion</i>	
NJ 38 Corridor Study, Phase II	Burlington, Camden
Route 30, White Horse Pike Transportation Study	Camden
US 130 Corridor (Brooklawn Circles,) Phase II	Camden
PATCO Parking Needs Assessment Study	Camden
Central Jersey Forum Transportation Study	Mercer, Middlesex, Somerset
Rail Weight Limit Study, Phase I	Regionwide
Intermodal Facilities Management System	Regionwide
Pedestrian Safety and Accessibility	Regionwide
<i>Pennsylvania Subregion</i>	
Quakertown/Stony Creek Rail Restoration Study	Bucks, Montgomery
Phoenixville Area Transportation Study	Chester
Tri-County Area (Pottstown) Transportation Study	Chester, Montgomery, Berks
I-95 Access Study in the Chester City Area, Phase II	Delaware
Central Montgomery County Transportation Study	Montgomery
Hatfield Area Transportation Study	Montgomery
I-95/Walt Whitman Bridge Interchange Study	Philadelphia
Philadelphia Naval Business Center Public Transit Study	Philadelphia
Roosevelt Boulevard Transportation Investment Study	Philadelphia
Regional Rail Improvement Study	Regionwide
Rail Weight Limit Study, Phase I	Regionwide
Enhance Access at Rail Stations	Regionwide
Intermodal Facilities Management System	Regionwide
Pedestrian Safety and Accessibility	Regionwide
Bicycle Facilities on Existing Roadways	Regionwide

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Three examples are the DVRPC Competitive Congestion Mitigation and Air Quality (CMAQ) Program established for the Pennsylvania subregion; the Transportation Enhancement program, which is run at the state level in New Jersey and at the regional level in Pennsylvania; and the High Priority/Demonstration Projects program, which was developed by Congress under ISTEA and TEA-21. Each program is discussed below.

DVRPC Competitive CMAQ Program - Pennsylvania Subregion

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and is continued under TEA-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

The FY 2001 - 2004 TIP for Pennsylvania includes a line item (TIP #0571) that sets aside funding for Round 2 of a subregional initiative to identify additional CMAQ eligible projects to be advanced in the coming years. Round 1 concluded in FY 1999 with the selection of 28 projects, totaling \$24.6 million in CMAQ funds. This TEA-21 initiative is similar to the one launched by DVRPC in 1993-1994 after the passage of ISTEA. One major difference in the TEA-21 version of the DVRPC Competitive CMAQ Program is that two rounds of competition were established, allowing more opportunity for worthwhile projects to be identified.

Under the program, candidate projects are submitted to DVRPC and reviewed by a CMAQ oversight committee for initial eligibility and general merits. Projects that survive this screening process are then subjected to an air quality emissions analysis. All projects must show a reduction in emissions using PennDOT standardized tests to remain eligible.

Based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds,

candidate projects are ranked and then selected by the DVRPC Board for inclusion in the TIP.

Round 2 of the CMAQ program includes \$31.250 million (\$25 million of federal CMAQ funds to be matched by at least \$6.250 million in local funds) for projects in Fiscal Years 2002, 2003, and 2004 and will be initiated during FY 2001.

CMAQ projects in the New Jersey subregion are selected at the state level by NJDOT.

Transportation Enhancements Program

The Transportation Enhancements (TE) program focuses on “non-traditional” projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. This program was mandated by Congress in ISTEA and TEA-21 and is funded through a 10 percent set aside of each state’s Surface Transportation Program (STP) dollars.

Pennsylvania’s TE funds total about \$120 million over the six years of TEA-21 and will be disbursed in three equal installments. In the past, TE projects were selected at the state level through a statewide advisory committee comprised of representatives from environmental, historic preservation, rails-to-trails, bicycling interests, and other stakeholders. Now, however, PennDOT sub-allocates the TE funds by region according to a formula based in part on population. Regional planning organizations are empowered to select projects directly, resulting in a program which more closely reflects regional priorities. The counties, the City of Philadelphia, and the Regional Citizens Committee are involved in project evaluation and formulating recommendations for the DVRPC Board. In addition, SEPTA offered its TE funds (a one percent set-aside of the FTA Urbanized Area Formula Grants) to the region’s suballocation, effectively merging the two programs. Much like the Competitive CMAQ program, projects are submitted to DVRPC and are subjected to a rigorous evaluation process before the priority list of projects is selected.

In New Jersey, the TE project selection process occurs at the state level. A TE Advisory Committee, comprised of NJDOT, NJDEP, other government agencies, representatives from each of the three MPO’s, and representatives from interests outside the traditional transportation community, is charged with evaluating the proposed projects according to pre-established selection criteria and

recommending a "short list" of projects for consideration by the Commissioner of Transportation.

Congressional High Priority/Demonstration Projects Program

The High Priority Demonstration Projects Program represents those projects identified by Congress to receive earmarked funding. In TEA-21, these projects were authorized with \$9.4 billion for 1850 projects nationwide. The designated funding can only be used for the projects as described in the law and will be made available for obligation over the 6-year period as follows: 11% in FY 1998, 15% in FY 1999, 18% in FY 2000, 18% in FY 2001, 19% in FY 2002, and 19% in FY 2003.

The amount of funding provided by the federal legislation is generally only a portion of the total needed to actually implement the project - often much less than the typical 80% federal share. For the project to advance, the project sponsor must make arrangements for securing the remaining funds before the projects can be programmed in the TIP.

TEA-21 authorized \$801 million for 186 demonstration projects in Pennsylvania, with about \$253 million of that total for 45 projects located in the DVRPC region. In New Jersey, \$289.6 million was authorized statewide for 47 projects, with 14 projects totaling \$60.2 million in the DVRPC region. In the TIP project listings, projects that have received this special funding can be identified by the code DEMO in the "Fund" column.

Public Comment

The TIP, as the agreed-upon list of priority projects for the region, is a key tool in the preservation, management, and expansion of the region's transportation system. That transportation system affects every resident of the Delaware Valley. This year, in response to Title VI and Environmental Justice concerns, DVRPC re-examined the scope of its TIP public outreach efforts. Title VI of the 1964 Civil Rights Act states that "no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The principle of environmental justice in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations. To this end, DVRPC utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, outreach was targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizens

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. The public comment period opened on May 22, 2000 and extended through June 23, 2000. Seven public meetings were held in strategically identified locations as follows:

TUESDAY - MAY 23, 2000
Montgomery County Community College
Room 222
101 College Drive
Pottstown, PA

THURSDAY - MAY 25, 2000
City Hall
First Floor Conference Room
319 East State Street
Trenton, NJ

WEDNESDAY - MAY 31, 2000
Delaware County Government Center
Room 112 - 109
201 West Front Street
Media, PA

THURSDAY - JUNE 1, 2000
Walter Rand Transportation Center
3rd Floor Meeting Room
100 Broadway Ave.
Camden, NJ

TUESDAY - JUNE 6, 2000
Drexel University
2019 McAllister Building - Board Room
33rd and Chestnut Streets
Philadelphia, PA

WEDNESDAY - JUNE 7, 2000
John F. Kennedy Building -
Café Lounge
429 J. F. Kennedy Way
Willingboro, NJ

WEDNESDAY, JUNE 21, 2000
Upper Moreland Township Building
Council Room A
117 Park Ave.
Willow Grove, PA

The meetings were held from 4:30 - 7:30 p.m. to allow access to both the working and non-working public. The New Jersey meetings were conducted jointly with NJDOT and NJ TRANSIT and also served as an opportunity to comment on New Jersey's State Transportation Improvement Program.

To communicate with as many citizens as possible, DVRPC issued notices of the public comment period and the scheduled public meetings to approximately 2000 individuals and organizations that comprised the welfare-to-work community; traditional transportation and transit users; underserved, minority and low income populations; chambers of commerce; and citizens. In addition, DVRPC staff contacted representatives from key community organizations (i.e., Greater Philadelphia Works, the NAACP, and the Urban Affairs Coalition) to solicit their involvement in reaching specific groups to communicate about the TIP and this opportunity for input. These representatives will also serve as the foundation for a task force to review DVRPC's public participation techniques and to discuss access and mobility needs. The task force will be an essential component of DVRPC's FY 2001 Work Program project dealing with Title VI and Environmental Justice Implementation.

Legal notices were placed in The Inquirer, The Tribune, La Actualidad, The Trenton Times, and The Courier Post, and media releases were issued in May, 2000 preceding the public comment period. Particular use was made of cable television to target local municipalities. (Copies of the proofs of publication of the legal notices and a sample media release are included in Volume IV.) In addition, notices and TIP documents were sent to 30 regional libraries as a means of making this information available to the public. (Please see Volume IV for the list of specific libraries in Pennsylvania and New Jersey.) As other means of public outreach, DVRPC asked SEPTA to place the notice of public meetings and the overview of the TIP in its Metro newspaper and on its website. NJ Transit also cooperated in communicating the availability of the TIP.

DVRPC's website (www.dvrpc.org) was and is a vital tool in public outreach, and served a useful purpose during this TIP update cycle. The entire TIP document was placed on our webpage, as were the dates and locations of the public meetings, and general information. More people downloaded and/or accessed the TIP materials during this public comment period than in any past year. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments.

Public Comments Received

About 120 people attended the seven public meetings that were held during the public comment period and numerous written comments were received. DVRPC's Regional Citizens Committee and Goods Movement Task Force both submitted a set of written comments. The public comments and the agency responses are located in Volume IV.

We continue to welcome comments at any time throughout the year.

Next Steps

DVRPC will continue to seek more effective means of getting the public involved. The agency is exploring the possibility of producing future notices in Spanish and possibly in Vietnamese and hopes to implement this with the next TIP update. Also in the works for future public outreach are media interviews.

**FY 2001 Transportation Improvement Program
for Southwestern New Jersey and Southeastern Pennsylvania**

Volume I - Executive Summary

Publication Number: 00010

Date Published: September 2000

Geographic Area Covered: Delaware Valley Region

Key Words: Transportation, TIP, Highways, Transit, Bridges, Congestion Mitigation and Air Quality Improvement Program, Transportation Enhancements Program, Transportation Equity Act for the 21st Century, New Jersey Department of Transportation, Pennsylvania Department of Transportation, NJ TRANSIT, SEPTA, DRPA/PATCO, Federally Funded Projects

ABSTRACT

This document includes (1) a general overview of the TIP intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP, (2) various summaries of the New Jersey and Pennsylvania programs and other information of general interest, and (3) a description of the TIP public involvement process, including how DVRPC has met the requirements of Title VI of the 1964 Civil Rights Act.

Delaware Valley Regional Planning Commission
8th Floor - The Bourse Building
111 South Independence Mall East
Philadelphia, PA 19106-2582

Phone: 215-592-1800

Fax: 215-592-9125

Internet: www.dvrpc.org

Staff Contact: Charles D. Dougherty

Associate Director Transportation Planning Division

