



DVRPC FY 2003

TRANSPORTATION IMPROVEMENT PROGRAM FOR NEW JERSEY (FY2003-FY2005) AND PENNSYLVANIA (FY2003-FY2006)

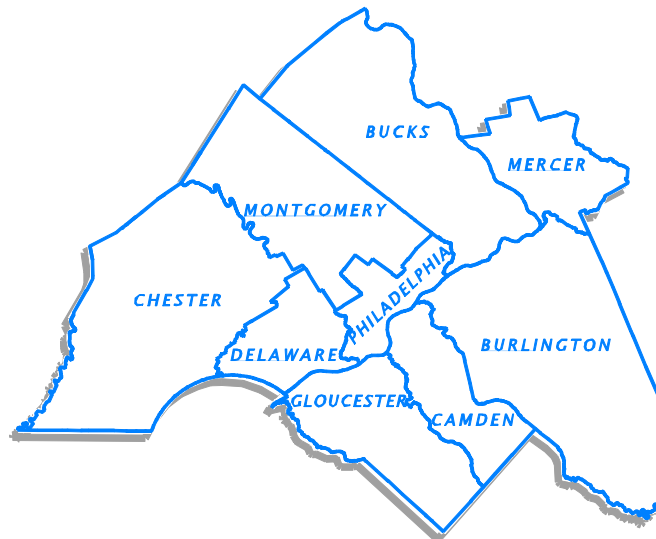
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VOLUME I - EXECUTIVE SUMMARY



Delaware Valley Regional
Planning Commission

DVRPC FY 2003
Transportation Improvement Program
For New Jersey (FY 2003-2005)
and Pennsylvania (FY 2003-2006)



Volume I
Executive Summary



Delaware Valley Regional Planning Commission

Final Version, October 2002

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 2003 Transportation Improvement Program

Volume I **Executive Summary** Final Version

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Introduction

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY 2003 Transportation Improvement Program (TIP) for New Jersey (FY 2003-2005) and for Pennsylvania (FY 2003-2006). 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.

In New Jersey, the TIP contains nearly 200 projects totaling \$936 million for the phases to be advanced during the next three years. It includes \$506 million of projects primarily addressing the highway system and \$430 million of transit projects for DRPA/PATCO and NJ TRANSIT. Figure 1 presents a funding summary of the DVRPC program by county and transit operator for each of the three TIP years.

In Pennsylvania, the TIP contains over 530 projects totaling almost \$3.5 billion for the phases to be advanced during the next four years. It includes \$1.85 billion of projects primarily addressing the highway system and \$1.64 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Keystone Service. Figure 4 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 FY 2003 TIP meet the federal requirement of being financially constrained to a level of funding that is available to the region, as established in the financial guidance provided by the respective states. See Appendix B in Volume II and III for further details on this guidance.

The TIP and Federal Requirements

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 was 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 promised to spend more than \$215 billion nationally on transportation over the six years (FY 1998 to FY 2003) and guaranteed that most of the money would be appropriated. The initial year of this TIP (FY 2003) is the final year of TEA-21. Congress will be working on new legislation to cover the next authorization period (generally six years) in the coming year. For the purposes of this TIP, DVRPC and the states have taken a conservative approach by assuming that federal funding levels for FY 2004-2006 will be generally in line with FY 2003 funding.

What this Document Includes

The complete TIP document has been divided into four volumes. This volume, Volume I, includes (1) a general overview of the TIP and the TIP development process, 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 (3) a description of the TIP public involvement process.

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 four appendices: (a) DVRPC Board Resolutions (also included in Volume I), (b) State DOT Financial Guidance used in developing the program, (c) documentation on the air quality conformity finding, and (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP. Volume IV, the Public Comment Document, provides further detail and description of DVRPC's public outreach efforts, a compilation of comments received on the Draft TIP, and responses from the various member agencies. Original comment documents received by DVRPC during the public comment period are on file at DVRPC.

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, *Horizons - The Year 2025 Plan for the Delaware Valley*, 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.

The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out. An example of implementing policy from the long range plan is illustrated by the effort to maximize the use of non-motorized modes for non-recreational trips. An ongoing task of DVRPC staff is to evaluate all new PA TIP projects for compatibility with DVRPC's Bicycle and Pedestrian Mobility Plan and other pertinent data, and make recommendations for the consideration of bike lanes and sidewalks as appropriate as part of the project scope, or for an examination of the feasibility of such facilities as part of the project's preliminary engineering phase. For further information about policies and strategies of the Long Range 2025 Plan, visit the "Regional Planning" location at DVRPC's home page on the Internet at www.dvrpc.org.

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 2003 TIP are a subset of the regionally significant projects contained in the *Horizons - The Year 2025 Plan for the Delaware Valley*.

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 *Horizons - The Year 2025 Plan for the Delaware Valley*.

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 New Jersey and Pennsylvania 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 DVRPC FY 2003 TIP can be found on page 14.

Program Summaries

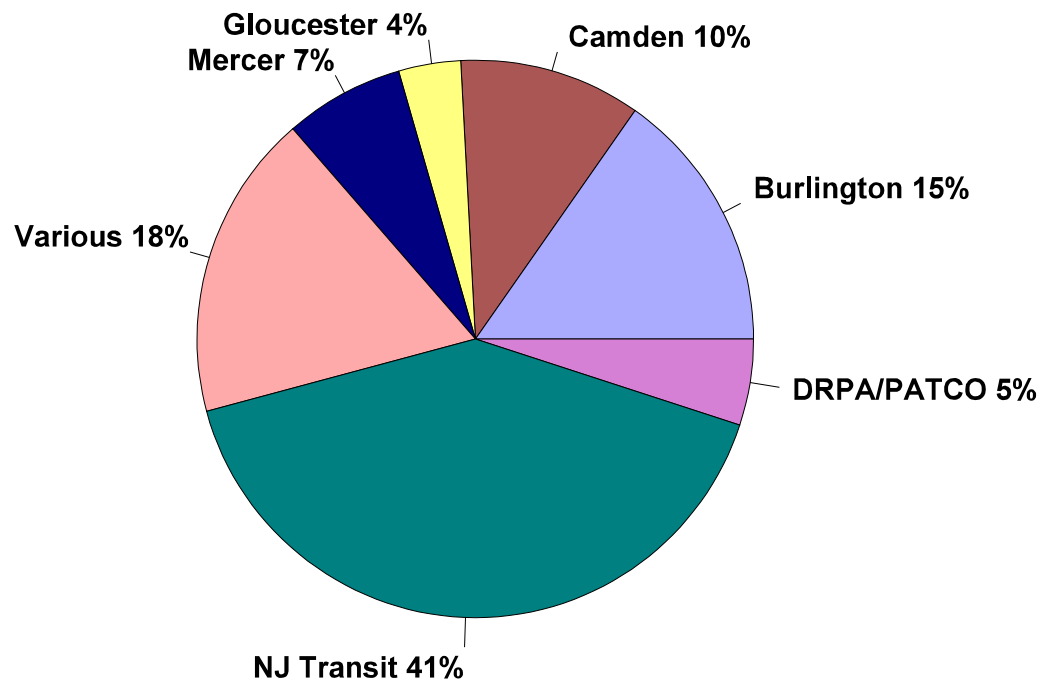
New Jersey Subregion

The DVRPC FY 2003 TIP for New Jersey (FY 2003-2005) contains nearly 200 projects, totaling \$936 million for the phases to be advanced over the next three years, averaging \$312 million per year. It includes \$506 million in projects primarily addressing the highway system and \$430 million of transit projects for NJ TRANSIT and DRPA/PATCO. On a statewide basis, the DVRPC program represents nearly 17% of total state transportation funding resources - about 14% of highway and bridge funds, and about 12% of transit funds. These figures do not include resources directed to statewide programs. The following figures summarize the program.

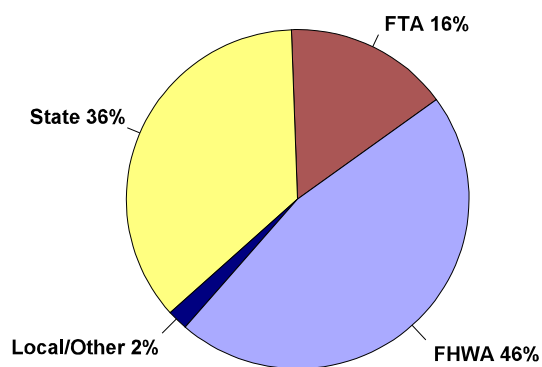
Figure 1 Cost Summary by County and Transit Operator New Jersey Subregion (\$ 000)				
	FY2003	FY2004	FY2005	Total
Highway Program				
Burlington	\$41,734	\$70,009	\$22,962	\$134,705
Camden	\$40,852	\$14,235	\$46,076	\$101,163
Gloucester	\$17,365	\$29,125	\$3,565	\$50,055
Mercer	\$32,865	\$25,133	\$2,800	\$60,798
Various	\$48,846	\$56,992	\$53,017	\$158,855
Subtotal	\$181,662	\$195,494	\$128,420	\$505,576
Total Cost - 3 Year Highway Program				\$505,576
Transit Program				
DRPA/PATCO	\$12,055	\$16,260	\$15,765	\$44,080
NJ Transit	\$130,679	\$125,624	\$130,251	\$386,554
Subtotal	\$142,734	\$141,884	\$146,016	\$430,364
Total Cost - 3 Year Transit Program				\$430,364
Grand Total Cost -3 Year Highway and Transit Program				\$936,210

Figure 2
Cost Summaries for the
New Jersey Subregion

By County and Operator



By Funding Source



By Project Type

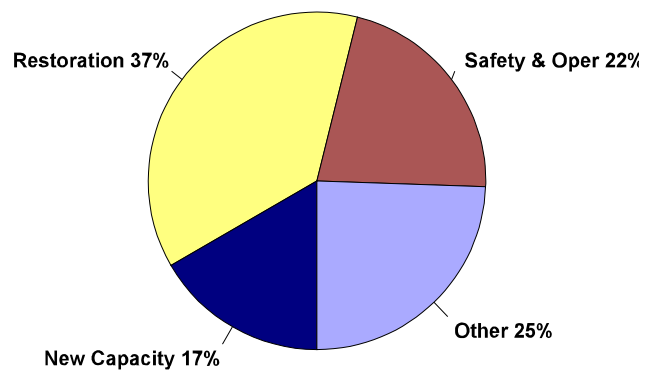


Figure 3
DVRPC FY 2003-2005 TIP for NJ
Costs by TIP Funding Category
(\$ millions)

Fund Category	2003	2004	2005	Total 03-05	2006	2007
Highway Program						
BR BOND DISC		0.800		0.800		
BRIDGE	19.971	14.415	6.690	41.076		
BRIDGE-OFF	4.325	6.330	9.400	20.055		
CMAQ	11.640	6.100	1.600	19.340		
DEMO	19.397	5.967	13.419	38.783		
I-MAINT	15.970	50.500	15.957	82.427		
MIN GAR	2.060	13.050	5.000	20.110		
MIN-GAR	8.330	4.800		13.130		
NHS	22.755	17.771	15.300	55.826		
PL	1.480	1.480	1.480	4.440		
PL-FTA	0.564	0.564	0.564	1.692		
STATE	36.117	36.427	31.727	104.271		
STP	20.980	21.364	12.942	55.286		
STP-STU	12.039	13.541	12.641	37.321		
STP-SY	2.150	3.385	1.700	7.235		
STP-TE	3.884			3.884		
TBD					100.727	64.167
TOTAL	181.662	195.494	128.420	505.576	100.727	64.167
NJ Transit Program						
CMAQ	10.724	10.972	10.500	32.196		
COPS	3.510	3.500		7.010		
JARC	0.971	0.971	0.971	2.913		
MATCH	0.971	0.971	0.971	2.913		
MATCH-LOCAL	0.274	0.288	0.302	0.864		
MATCH-OPER	0.274	0.288	0.302	0.864		
OTHER	1.760	1.760	1.760	5.280		
SEC 5307	27.270	28.588	30.043	85.901		
SEC 5309	4.840	5.080	5.340	15.260		
SEC 5309-01	4.952			4.952		
SEC 5309-02	2.475			2.475		
SEC 5310	0.542	0.568	0.597	1.707		
SEC 5311	0.549	0.576	0.605	1.730		
STATE	71.567	72.062	78.860	222.489		
TBD					136.478	355.591
TOTAL	130.679	125.624	130.251	386.554	136.478	355.591
DRPA/PATCO Program						
DRPA	2.411	3.252	3.153	8.816	3.134	2.935
SEC 5307	4.284	4.608	5.012	13.904	4.936	4.940
SEC 5309	5.360	8.400	7.600	21.360	7.600	6.800
TOTAL	12.055	16.260	15.765	44.080	15.670	14.675
GRAND TOTAL	324.396	337.378	274.436	936.210	252.875	434.433

Program Summaries

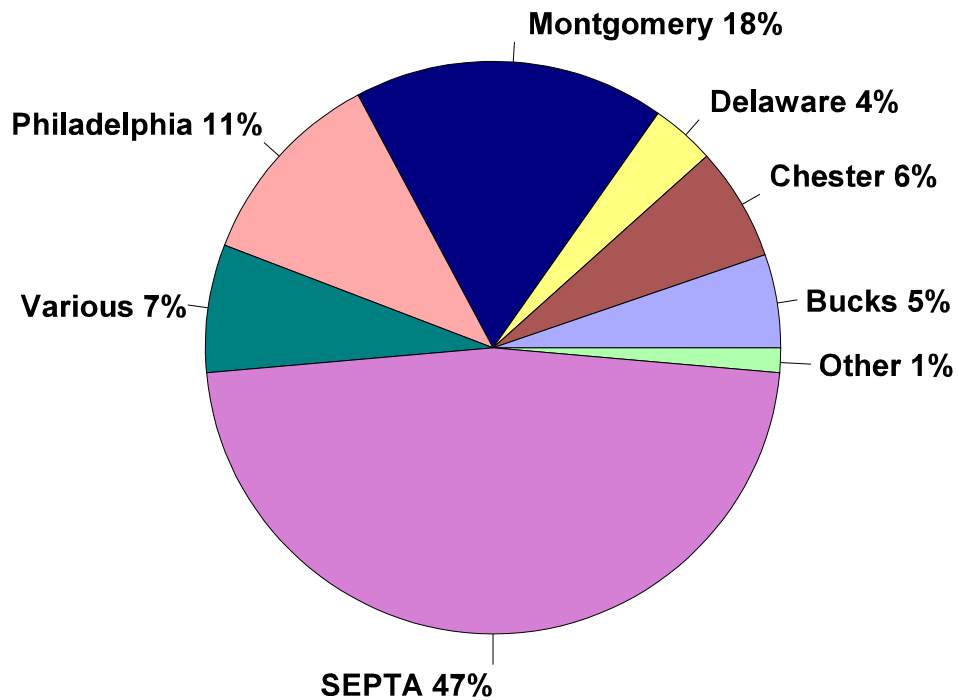
Pennsylvania Subregion

The DVRPC FY 2003 TIP for Pennsylvania (FY 2003-2006) contains over 530 projects totaling almost \$3.5 billion for the phases to be advanced during the next four years, averaging over \$870 million per year. It includes \$1.85 billion in projects primarily addressing the highway system and \$1.64 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 transportation funding resources - about 23% of highway and bridge funds, and about 66% of transit funds. The following figures summarize the program.

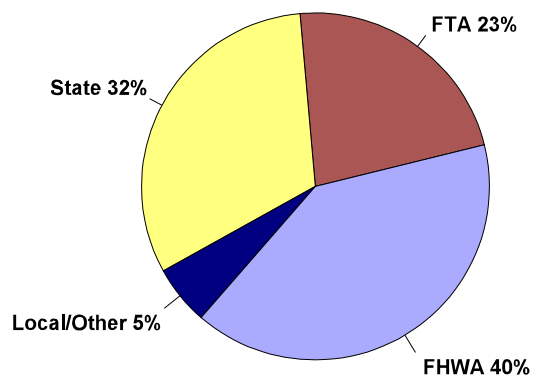
Figure 4 Cost Summary by County and Transit Operator Pennsylvania Subregion (\$ 000)					
	FY2003	FY2004	FY2005	FY2006	Total
Highway Program					
Bucks	\$75,825	\$58,780	\$72,231	\$63,684	\$270,520
Chester	\$34,547	\$35,448	\$72,320	\$75,939	\$218,254
Delaware	\$32,499	\$28,915	\$28,361	\$36,742	\$126,517
Montgomery	\$143,525	\$150,053	\$162,500	\$153,176	\$609,254
Philadelphia	\$102,864	\$107,620	\$106,252	\$70,615	\$387,351
Various	\$92,989	\$66,655	\$35,414	\$43,348	\$238,406
Subtotal	\$482,249	\$447,471	\$477,078	\$443,504	\$1,850,302
Total Cost - 4 Year Highway Program					\$1,850,302
Transit Program					
Keystone Service	\$9,000	\$9,000	\$9,000	\$9,000	\$36,000
Pottstown	\$1,405	\$1,220	\$1,220	\$0	\$3,845
SEPTA	\$446,960	\$390,513	\$381,053	\$381,362	\$1,599,888
Subtotal	\$457,365	\$400,733	\$391,273	\$390,362	\$1,639,733
Total Cost - 4 Year Transit Program					\$1,639,733
Grand Total Cost - 4 Year Highway and Transit Program					\$3,490,035

Figure 5
Cost Summaries for the
Pennsylvania Subregion

By County and Operator



By Funding Source



By Project Type

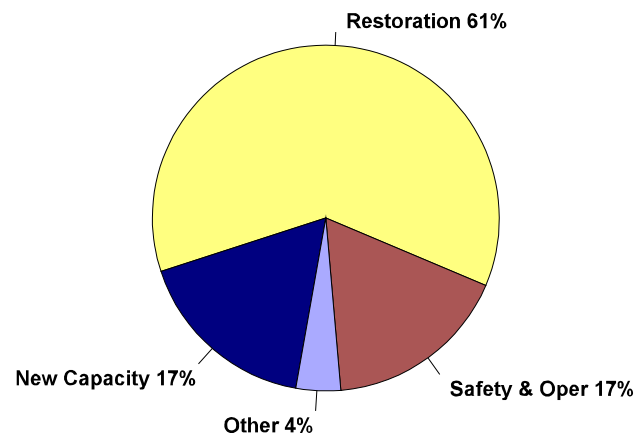


Figure 6

**DVRPC FY 2003-2006 TIP for PA
Costs by TIP Funding Category
(\$ 000)**

Fund Category	2003	2004	2005	2006	Total 03-06	Later FYs
Highway Program						
B-STATE	32,380	32,831	24,094	10,443	99,748	0
BRIDGE	57,338	49,631	65,139	36,959	209,067	12,736
CMAQ	16,403	33,260	31,749	33,082	114,494	520
DEMO	36,259	33,719	36,347	22,904	129,229	7,578
ECON	0	0	11,744	0	11,744	0
FAI	34,740	18,990	46,980	34,470	135,180	0
FLEX	17,083	17,083	17,083	17,083	68,332	0
GEN	483	0	0	0	483	0
H-STATE	46,878	38,784	46,117	51,151	182,930	65,834
H-TE	2,537	14,569	7,991	6,162	31,259	400
HWY	141,767	132,303	123,578	160,741	558,389	266,560
LOCAL	18,725	18,147	22,699	9,671	69,242	6,420
PTAF	34	0	0	0	34	0
S-MAINT	6,460	6,494	1,800	3,000	17,754	0
SAFETY	4,602	5,063	885	885	11,435	630
SPIKE	22,300	8,160	0	18,240	48,700	0
STU	31,421	31,291	31,616	31,155	125,483	2,520
T-BOND	3,559	3,559	3,559	3,559	14,236	0
TBD	0	0	0	0	0	2,326,793
TOLL-MATCH	5,420	1,877	477	169	7,943	0
TPK	3,860	1,710	5,220	3,830	14,620	0
TOTAL	482,249	447,471	477,078	443,504	1,850,302	2,689,991
Transit Program						
5307	90,878	100,275	93,603	87,017	371,773	409,457
5309	91,341	80,009	85,370	87,317	344,037	167,860
5309-B	6,238	0	0	0	6,238	0
5309-N	5,981	8,000	0	0	13,981	0
ACT3	12,083	4,833	0	0	16,916	79,487
DEMO	15,000	0	0	0	15,000	0
DPW	7,500	0	0	0	7,500	0
JARC	7,500	0	0	0	7,500	0
LOCAL	18,080	16,617	16,234	16,134	67,065	97,662
PTAF	85,783	78,104	83,112	88,182	335,181	178,161
SEPTA	32,120	31,557	31,616	30,374	125,667	0
T-BOND	82,296	80,438	80,438	80,438	323,610	216,053
T-TE	2,565	900	900	900	5,265	2,040
TOTAL	457,365	400,733	391,273	390,362	1,639,733	1,150,720
GRAND TOTAL	939,614	848,204	868,351	833,866	3,490,035	3,840,711

Goods Movement and Economic Development

The TEA-21 federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply, freight) considerations in the MPO planning 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.

Identified by the DVGMTF, projects listed in Figure 7 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. 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 along strategic 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.

Figure 7
Projects that Facilitate Goods Movement
and Promote Economic Development

Benefit	Project #	County
<i>Eliminates Bottlenecks</i>		
Collingswood Circle	155B	Camden (NJ)
US 13 Bridge Replacement	15396	Delaware (PA)
US 322 Drainage	98423	Gloucester (NJ)
<i>Fuels Growth</i>		
US 202 Expressway	47395	Bucks (PA)
Southern New Jersey Light Rail Transit	T107	Various (NJ)
PA 291, Industrial Highway	14822	Delaware (NJ)
<i>Facilitates Truck Movement</i>		
I-295 Burlington/Camden Rigid Pavement	99373	Burlington, Camden (NJ)
Gloucester County Sign Management	01301	Gloucester (NJ)
PA 309 Expressway	16477	Montgomery (PA)
<i>Improves Distribution</i>		
I-95/PA Turnpike Interchange	13347	Philadelphia, Bucks, (PA)
I-295 Missing Moves	355A	Camden (NJ)
PA 309 Connector Project	16438	Montgomery (PA)
<i>Maximizes Railroads</i>		
CSX Trenton Line	48197	Philadelphia, Bucks, (PA)
Southern Chester County Rail Corridor	60687	Chester (PA)
Rail-Highway Grade Crossing Program	X35C	Various (NJ)
<i>Promotes Commerce</i>		
Delaware River Tram	98553	Camden (NJ), Philadelphia (PA)
Trenton Revitalization Improvements	02382	Mercer County (NJ)
Main Street Streetscape Improvements	61707	Montgomery County (PA)

Figure 7
Projects that Facilitate Goods Movement
and Promote Economic Development

Benefit	Project #	County
<i>Serves Ports</i>		
North Delaware Avenue	46956	Philadelphia (PA)
Philadelphia Naval Shipyard	46958	Philadelphia (PA)
Tioga Marine Terminal	17825	Philadelphia (PA)
<i>Speeds Deliveries</i>		
Route 206 Operational Improvements	9208	Burlington (NJ)
Downingtown Closed Loop Signal System	47980	Chester (PA)
Trenton ITS	551D	Mercer NJ)

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 either the TIP or in NJDOT's Study and Development Program. 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 for the New Jersey counties is presented in the Project Description section of Volume II.

Figure 8
Toll Authority Highway and Port Related Projects

PROJECT DESCRIPTION	SCHEDULE	COST
<i>Delaware River Port Authority</i>		
<i>Specific Bridge Projects</i>		
Removal of Existing Paint Coatings and Repaint Structure Steel on Ben Franklin Bridge	2001 to 2006	\$92,000,000
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	2002 to 2003	\$26,200,000
<i>System-Wide Projects</i>		
Traffic Management Center Planning, Design, Construction	2002 to 2004	\$12,350,000
<i>Specific Port Related Projects</i>		
River Link Ferry NJ - Dock Expansions/Repairs	2002 to 2004	\$11,600,000
<i>Specific Transit Related Projects</i>		
PATCO Station Improvements	2002 to 2004	\$27,117,000
Replacement of 2.4 KV Transmission Line	2002 to 2004	\$20,000,000
Embankment Restoration, Phase 3 - Construction	2003	\$6,750,000
Delaware River Tram	2002 to 2004	\$33,984,000
<i>NJ Turnpike Commission</i>		
<i>Design and Construction Projects</i>		
Bridge Deck reconstruction and repairs (various bridges)	2003-2005	\$28,000,000
Lengthening and re-decking of 5 bridges carrying local roads or ramps over the Turnpike - Route 45 (Mantua Ave.)- Over Turnpike Mainline - Interchange 3 Ramps - Over Turnpike Mainline - Route 41 (Clements Bridge Rd.) - Over Turnpike Mainline - Route 73 - over Turnpike Mainline - Route 73 - Over interchange Ramps	2003-2005	\$25,000,000
Resurfacing (various locations)	annual	\$2,000,000
Sound Barriers (various locations)	2003-2004	\$4,000,000
Service Area Sign Improvements	2002-2003	\$500,000

Figure 8 Toll Authority Highway and Port Related Projects

PA Turnpike Commission

Construction Projects

On going Deck Replacement of the existing Delaware River Bridge connecting PA and NJ Turnpikes. Total cost \$22 million.	through 2002	\$4 million (2002)
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Design Projects

Widening of I-276 from 4 to 6 lanes between Downingtown Interchange and Valley Forge Interchange. Construction scheduled 2007-2011. Total cost estimate \$140 million.	Design through 2006	Design \$8 million
Widening of I-276 from 4 to 6 lanes between Valley Forge Interchange and Norristown Interchange. Construction scheduled 2003-2007. Total cost estimate \$100 million.	Design through 2003 Construction 2003-2007	Design \$5 million Construction \$95 million
Electronic interchange (slip ramp) at Route 29 in Great Valley, Chester County. Construction scheduled 2005-2008. Total cost estimate \$25 million.	Design through 2004 Construction 2005-2008	Design \$2.5 million Construction \$22.5 million

Studies

Widening of I-276 from 4 to 6 lanes between Norristown Interchange and Mid County/Landsdale Interchange. Construction estimated 2008-2012. Total cost estimate \$150 million.	EIS through 2006	EIS \$3.4 million
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Figure 9
Selected Transportation Studies Currently Underway

Study	County(ies)
<i>New Jersey</i>	
NJ 168 Corridor Study	Camden
I-295/US 130 Riverfront Transportation Study	Camden
Central Jersey Forum Transportation Study	Mercer, Middlesex, Somerset
Transportation Emergency response Plan	Regional
Intermodal Facilities Management System	Regional
Pedestrian Safety and Accessibility	Regional
<i>Pennsylvania</i>	
Quakertown/Stony Creek Rail Restoration Study	Bucks, Montgomery
Tri County(Pottstown) Area Transportation Plan Implement.	Chester, Montgomery, Bucks
Delaware County Highway-Railroad Grade Crossing Study	Delaware
Woodhaven Road	Philadelphia
Roosevelt Boulevard Transportation Investment Study	Philadelphia
Rail Weight Limit Study, Phase III	Regional
Enhance Access at Rail Stations	Regional
Intermodal Facilities Management System	Regional
Pedestrian Safety and Accessibility	Regional
PA Turnpike and I-95 Interchange	Bucks
Columbus Boulevard Traffic Study	Philadelphia
Greenwich Yard Intermodal Facility	Philadelphia

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. Two examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Transportation Enhancement Program.

DVRPC Competitive CMAQ Program

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 air quality 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. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. This TIP provides over \$12 million of federal CMAQ funds for the next round of competition. Projects may be submitted by any public agency or any public-private partnership. DVRPC has conducted a competitive program twice before (1994-1995 and 1999-2000.) For the first time during this TIP period, the competitive program will include our New Jersey counties. A CMAQ Subcommittee of the Regional Transportation Committee evaluates the projects and makes recommendations to the Board for final selection.

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.

PENNDOT suballocates the TE funds by region according to a formula based in part on population. DVRPC is empowered to select projects directly, resulting in a program which more closely reflects the 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 offers 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 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.

Public Comment

The Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. In response to environmental justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. 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.

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. Notices of the public comment period and the scheduled public meetings were distributed to over 1200 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 to solicit their involvement in reaching specific groups about the TIP and this opportunity for input.

The public comment period for the DVRPC FY 2003 TIP opened on May 6, 2002 and extended through June 5, 2002. Three public meetings were held in strategically identified locations as follows:

WEDNESDAY - MAY 15, 2002

Camden County College
College Drive
Blackwood, NJ

WEDNESDAY - MAY 22, 2002

Columbia Station
4 Bridge Street
Phoenixville, PA

WEDNESDAY, MAY 29, 2002

DVRPC Conference Center
The Bourse Building - 8th Floor
111 Independence Mall East
Philadelphia, PA

The meetings were conducted jointly with State DOT's, NJ TRANSIT, DRPA, and SEPTA, and also served as an opportunity to comment on the State's Transportation Improvement Programs.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, La Actualidad, The Trenton Times, and The Courier Post. Media releases were issued in May, 2002. In addition, notices and TIP documents were sent to over 30 regional libraries as a means of making this information available to the public. Posters detailing opportunities to make comments were distributed to over 100 locations, including SEPTA, city halls, and a variety of other public agencies. DVRPC staff also presented the draft TIP to the Regional Citizens Committee. Copies of the public outreach materials can be found in Volume IV.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and continued to serve a useful purpose during this TIP update cycle. The entire TIP document was placed on the DVRPC website, as were the dates and locations of the public meetings, and other general information. People were able to download and/or access the TIP materials during the public comment period, and several new features were added to provide a wider variety of improved report formats. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments.

During the public comment period, approximately 100 individuals or agencies provided written or oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, or transmitted by fax. Both DVRPC's Regional Citizens Committee (RCC) and Goods Movement Task Force submitted a set of written comments. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. The public comments and responses by member agencies are located in Volume IV.

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC Board Resolutions

**DVRPC FY 2003
Transportation Improvement Program
for NJ and PA**

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY 2003 Transportation Improvement Program (TIP) for New Jersey (FY2003-FY2005) and for Pennsylvania (FY2003-FY2006) and the Associated Conformity Determination

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine county Philadelphia, Camden and Trenton metropolitan areas as required by Section 134 of U.S.C. Title 23 and Section 5303 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the Philadelphia area has been designated as a severe non-attainment area for ozone by the US EPA with a designated attainment date of November 15, 2005, and portions of the counties of Burlington, Camden and Mercer have been designated as a non-attainment area for carbon monoxide with a designated attainment date of December 31, 2007, as required by the Clean Air Act Amendments (CAAA) of 1990; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 1997; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, specifically Section 404(a); and,

WHEREAS, the Delaware Valley Regional Planning Commission has completed an analysis of the Horizons 2025 Transportation Plan according to the procedures detailed in the Final Rule; and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the analysis demonstrates that emissions of VOC, NO_x and CO are less in 2005, 2015, and 2025 than the established budgets for the respective year; and,

WHEREAS, the projects included in this TIP have been drawn from a long range plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC Horizons 2025 Transportation Plan, local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Delaware Valley to expect to receive; and,

WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 2003 Transportation Improvement Program (TIP) for the New Jersey (FY2003-FY2005) and for Pennsylvania (FY2003-FY2006), as amended, as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY 2003 Transportation Improvement Program for New Jersey (FY2003-FY2005) and for Pennsylvania (FY2003-FY2006) conforms to the State Implementation Plan of both New Jersey and Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 27th day of June 2002 by the Board of
the Delaware Valley Regional Planning Commission.

I do hereby certify that the foregoing is a true copy of Resolution No. B--FY02-015.

Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Section 1024 of Public Law 102-240, 23 USC Sec.134 and 49 USC Sec.5303), requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

WHEREAS, Rulemaking for the new TEA 21 has not been approved as of this date, but it is presumed that the Annual Self Certification requirements remain the same; and

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC Sec 7504 and 7506 (c) and (d), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Year 2020 Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of Sec 1003(b) of ISTEA regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met;

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted this 27th day of June, 2002 by
the Board of the Delaware Valley
Regional Planning Commission

I do hereby certify that the foregoing is a true copy of Resolution No. B-FY02-014.

Jean L. McKinney, Recording Secretary

**DVRPC FY 2003 Transportation Improvement Program
for New Jersey (FY 2003- 2005)
and Pennsylvania (FY 2003-2006)**

Volume I - Executive Summary
Final Version

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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) a description of the TIP public involvement process, (3) the DVRPC Board Resolution adopting the TIP, and (4) the DVRPC Board Resolution of Self-Certification.

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