



Delaware Valley
Regional Planning
Commission



Revisions to
Destination 2030

*The Year 2030 Plan for
the Delaware Valley* **May 2007**

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Created in 1965, the Delaware Valley Regional Planning Commission [DVRPC] is an interstate, intercounty, and intermunicipal 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.



The DVRPC logo is adapted from the official seal of the Commission, 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 United States 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 author(s), however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

Introduction

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The bill contained designated funding for highways, highway safety, and public transportation totaling \$253 billion, which represents the largest surface transportation investment in our nation's history.

SAFETEA-LU follows two landmark transportation bills, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21), both of which made great strides in integrating local and state decision making into the transportation funding process.

SAFETEA-LU continues many of the metropolitan and statewide transportation planning processes contained in ISTEA and TEA-21 and institutes some additional requirements. Some of the requirements add flexibility and efficiency to existing requirements, while others include new areas of emphasis. Safety and security are identified as separate items to be considered in the metropolitan planning process. Consultation requirements for MPOs are also significantly expanded. Requirements are added for plans to address environmental mitigation, improved transportation system performance, multimodal capacity, and enhancement activities.

Since *Destination 2030* was developed and adopted under the requirements of TEA-21, a revision to the Long Range Plan is required to comply with the new SAFETEA-LU requirements. This document describes the steps that DVRPC has taken to address the new metropolitan planning and long range plan requirements contained in SAFETEA-LU. Many of the requirements were already addressed during the development of *Destination 2030*. Some of the new SAFETEA-LU requirements, such as environmental mitigation, required additional action. The biggest change involved converting the financial plan to account for year-of-expenditure dollars.

Each of the following sections describes the new SAFETEA-LU requirement and how the adopted *Destination 2030* Plan has addressed that requirement or what additional steps DVRPC has taken to address the requirement. The DVRPC Board adopted the revisions to the *Destination 2030* Plan on May 24, 2007. With these revisions, the *Destination 2030* Plan is compliant with all SAFETEA-LU requirements. Subsequently, the update cycle for the Long Range Plan is extended from three to four years retroactive to the adoption of the original Plan in June 2005.

SAFETEA-LU Requirement:

ADD A NEW STAND-ALONE PLANNING FACTOR REGARDING TRANSPORTATION SAFETY

SAFETEA-LU Requirement

TEA-21, the previous federal transportation bill, contained seven planning factors, one of which was “increase the safety and security of the transportation system for motorized and non-motorized users.” SAFETEA-LU split that planning factor into two stand-alone planning factors to be considered in the development of metropolitan long range plans. “Increase the safety of the transportation system for motorized and non-motorized users” is now a new stand-alone planning factor under SAFETEA-LU.

DVRPC Action

The revised Destination 2030 Long Range Plan goal, policies, and strategies pertaining to safety are:

Goal

Improve safety by reducing travel hazards through the application of technological improvements and by bringing our transportation system up to modern standards.

Policies and Strategies

- Ensure the safety of all users of all modes.
- Reduce the number of accidents and fatalities across all modes.
- Address safety needs as they relate to specific population segments, such as the elderly and handicapped.
- Address the importance of safety issues when considering regional transportation plans.
- Collect, analyze, and share regional crash data to serve as a basis for safety planning.
- Promote programs that address behavioral and marketing aspects of safety.
- Facilitate quick emergency response through incident management planning.

SAFETEA-LU Requirement:

ADD A NEW STAND-ALONE PLANNING FACTOR REGARDING SECURITY OF THE TRANSPORTATION SYSTEM

SAFETEA-LU Requirement

TEA-21, the previous federal transportation bill, contained seven planning factors, one of which was “increase the safety and security of the transportation system for motorized and non-motorized users.” SAFETEA-LU split that planning factor into two stand-alone planning factors to be considered in the development of metropolitan long range plans. SAFETEA-LU adds a new stand-alone factor, “Increase the security of the transportation system for motorized and non-motorized users.”

DVRPC Action

The revised *Destination 2030* Long Range Plan goal, policies, and strategies pertaining to transportation security are:

Goal

Increase the security of the transportation system for all users.

Policies and Strategies

- Work with regional partners to improve security and regional preparedness.
- Identify and promote projects that improve the security of the transportation system.
- Work with emergency response agencies to develop a regional emergency evacuation plan.



SAFETEA-LU Requirement:

EXPAND THE ENVIRONMENTAL PLANNING FACTOR

SAFETEA-LU Requirement

TEA-21, the previous federal transportation bill, contained seven planning factors, one of which was “protect and enhance the environment, promote energy conservation, and improve quality of life.” SAFETEA-LU expands the environmental factor by adding the phrase “promote consistency of transportation plan and transportation improvements with state and local planned growth and economic development patterns.”

DVRPC Action

DVRPC’s long range planning process promotes consistency between the transportation plan and transportation improvements with local planned growth and economic development patterns. Core planning principles include “Linking Land Use and Transportation,” “Implementing Smart Growth and Smart Transportation Approaches to Achieve Change,” and “Linking Transportation Investments to Land Use and Economic Development Goals.” DVRPC’s coordinated approach to land use and transportation connects municipal, county, regional, and state land use and transportation planners with local elected officials and the public. They work together to craft an integrated solution for an area that meets multiple community goals for transportation mobility, community character, economic development, and environmental protection.

This requirement was addressed during the development of the *Destination 2030* Plan. DVRPC is enhancing the consistency of the Long Range Plan and transportation improvements with state and local planned growth and economic development patterns through a new work program project launched in fiscal year 2007 and continuing into fiscal year 2008. The project is titled *Regional Transportation, Land Use, and Economic Development Integration Strategy and Action Plan*. A key goal of the project is to foster enhanced communication, coordination and consistency between the goals and policies of regional and local land use and transportation plans and economic development strategies and among economic development and planning agency staff.



SAFETEA-LU Requirement:

INCLUDE DISCUSSION OF ENVIRONMENTAL MITIGATION ACTIVITIES

SAFETEA-LU Requirement

Metropolitan transportation plans must include a discussion of types of potential environmental mitigation activities developed with federal, state wildlife, land management, and regulatory agencies.

DVRPC Action

DVRPC held meetings with representatives from the following state and federal agencies to discuss environmental mitigation:

- Pennsylvania Department of Transportation (PennDOT)
- Pennsylvania Department of Environmental Protection (PADEP)
- Pennsylvania Fish & Boat Commission
- Pennsylvania Department of Conservation & Natural Resources (PA DCNR)
- New Jersey Department of Transportation (NJDOT)
- New Jersey Department of Environmental Protection (NJDEP)
- Federal Highway Administration (FHWA)
- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish & Wildlife Service (USFWS)
- Army Corps of Engineers (ACOE)

DVRPC also held meetings with the non-profit land conservation communities in both Pennsylvania and New Jersey. The discussions focused primarily on impacts to terrestrial natural resources.

Conclusions, Policies, and Future Goals

Numerous observations and recommendations emerged from DVRPC's discussions with the DOTs, regulatory agencies, and land conservation community. Administrative inefficiencies and regulatory rigidity in the current mitigation process increase costs and compromise environmental outcomes. For example, the DOTs incur large costs searching for mitigation sites, negotiating with the regulatory agencies, acquiring lands, and monitoring and maintaining mitigation sites. Costs are also incurred as a result of project delays stemming from the time-consuming mitigation process. The end result is—in some cases—costly, isolated, and poorly functioning wetlands that have little environmental value. From the regulators' perspective, these inefficiencies are the result of their need to follow existing regulations and to insure that the DOTs take full responsibility for mitigation.

Wetlands banks or a mitigation registry could drastically reduce time spent searching for sites and negotiating with regulators. However, the consensus was that a mitigation registry is, as yet, unproven. Out-of-kind and in-lieu mitigation offer tremendous opportunities to simplify the mitigation process and improve environmental outcomes. The DOTs are not opposed to these techniques, but their use would require a restructured regulatory framework.

Out-of-kind mitigation, such as acquisition of riparian buffers or the preservation of habitat areas (i.e., forested uplands), would greatly expand the number of possible mitigation sites within or close to a

project area. In-lieu mitigation would allow the DOTs to make a one-time cash payment, thereby avoiding the responsibilities associated with land ownership, maintenance, and management. Both out-of-kind and in-lieu mitigation have the potential to relieve the DOTs from wetlands maintenance and management burdens and would make it easier to transfer land ownership to land management agencies and organizations. Taking full advantage of out-of-kind and in-lieu opportunities would require buy-in from the regulatory agencies, some modification of existing regulations, and establishing a process for equating “wetlands value” to non-wetlands resources.

Currently, the DOTs do not mitigate for non-regulated impacts, such as disturbance of upland habitat, habitat fragmentation, wildlife mortality, loss of biodiversity, loss of groundwater recharge, or changes in development patterns resulting from road construction and capacity enhancements. Such impacts are, however, significant and widely recognized by the conservation community and the public. By voluntarily mitigating some non-regulated impacts, the DOTs could, in effect, establish themselves as a “good neighbor,” and lessen the possibility of additional regulatory burdens. The land conservation community emphatically supports this approach and would give recognition to the DOTs for any contribution toward the creation of green infrastructure.

In summary, when quality opportunities for wetlands restoration and/or enhancement are not available within a project area, out-of-kind and in-lieu mitigation offer tremendous opportunities to improve the mitigation process. While the regulatory agencies must be assured that they are protecting the resources they are required by law to protect, a restructuring of existing regulations would allow the regulatory agencies and the DOTs to take advantage of out-of-kind and in-lieu mitigation and enable mitigation to become ecosystem-based. Such techniques are supported by the land trust community and offer the potential for improved environmental outcomes. Finally, ecosystem-based mitigation will allow the DOTs the opportunity to be recognized for the mitigation of non-regulated impacts.

The *Destination 2030* Long Range Plan goal, policies, and strategies pertaining to Environmental Mitigation are:

Goal

Improve regional green infrastructure by refining and expanding the range of environmental mitigation alternatives.

Policies and Strategies

- Work with stakeholders to increase regulatory flexibility to allow for out-of-kind and in-lieu mitigation.
- Promote ecosystem-based approaches to mitigation by increasing understanding of the importance and scope of green infrastructure.
- Encourage activities that mitigate for impacts to non-regulated environmental resources.
- Assist stakeholders with the identification of mitigation sites.

SAFETEA-LU Requirement: **CONSULTATION AND COORDINATION**

SAFETEA-LU Requirement

MPOs shall consult with local and state land use management, natural resource, historic, and other agencies in the development of metropolitan transportation plans.

DVRPC Action

Destination 2030 was developed through a constructive dialogue between planners and the public and the sharing of opinions to create a mutually shaped vision for neighborhoods, communities, counties, and the region. DVRPC will continue to work with all of these partners and the public to make the vision of the Plan a reality. By “thinking regionally but acting locally,” DVRPC is able to achieve coordinated and cooperative action across municipal, county, and state lines; across local, county, state, and federal agencies; and across the public and private sectors. Tracking selected performance measures during the coming years will monitor progress toward the attainment of the vision and goals of *Destination 2030*.

DVRPC will continue to consult and coordinate with stakeholder agencies in both its long range planning activities and other planning activities. Transportation plans will continue to be compared with the Greenspace Network and Conservation Focus Areas, which will be updated as new information on protected lands, natural resources, farmland, and recreational priorities becomes available. In addition, DVRPC has begun to collect GIS data on historic resources, including places and districts on the National Register of Historic Places, along with inventories of state and locally significant historic resources. Although some GIS layers of historic resources are currently available, the accuracy of sites’ locations and identification of the sites has been known to be an issue, so correcting existing GIS data, as well as compiling new data, will be part of DVRPC’s tasks in future long range planning. The effort will include consulting with state, county, local, and non-profit historic resource agencies and organizations.

Due to the SAFETEA-LU requirements on environmental mitigation activities (see previous section on Environmental Mitigation), DVRPC has also begun consulting with environmental regulatory agencies, such as the Army Corps of Engineers, U.S. Fish and Wildlife Service, Pennsylvania and New Jersey Departments of Environmental Protection, and state cultural resource agencies to discuss how to improve the process of mitigating for transportation improvements’ impacts to the natural and cultural environment. DVRPC has documented these discussions and will continue to coordinate with these agencies, along with the state Departments of Transportation, to improve the mitigation process.

SAFETEA-LU Requirement:

INCLUSION OF OPERATIONS AND MANAGEMENT STRATEGIES

SAFETEA-LU Requirement

Metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities in order to relieve vehicular congestion and maximize the safety and mobility of people and goods.

DVRPC Action

Rebuilding and improving the operation of the existing transportation system are cornerstones of the *Destination 2030* Plan. *Destination 2030: A Vision for the Future* addressed eight critical issue areas, including Transportation Operations. This document laid the groundwork for the goals and policies contained in the *Destination 2030* Long Range Plan. The *Destination 2030* Long Range Plan continues the emphasis on operations by elevating the goal of rebuilding our infrastructure. The Plan also includes in-depth treatment of four critical transportation components, including Transportation Operations.

The *Destination 2030* Financial Plan was developed in consultation with our federal and state planning partners and operating agencies. DVRPC staff worked with the state DOTs and transit operating agencies and utilized many tools, including the Pavement, Bridge, and Congestion Management systems, to determine what the region's priority investment needs are moving forward.

In order to make sure that identified revenues were put toward areas that required the most immediate attention, DVRPC worked with our planning partners to allocate the region's resources to the most critical areas. Accordingly, approximately 65 percent of anticipated total highway funding over the life of the Plan is allocated to road reconstruction and bridge replacement or restoration projects. Safety and operational projects account for the next largest total allocation on the highway side at 18 percent. Similarly, almost two-thirds of total transit funding in the Long Range Plan is allocated toward track and system reconstruction and vehicle replacement and restoration projects. System and operational projects account for 14 percent of the anticipated total transit funding over the life of the Plan.

Project evaluation criteria were developed to assess the extent to which each project met the goals of the Long Range Plan. Two of the criteria tracked a candidate project's ability to rebuild the transportation infrastructure. Another criterion analyzed the extent to which a project provided linkages between transportation modes or improves the intermodal connectivity of the transportation system. The project selection criteria were utilized to prioritize projects for inclusion in the Plan.

Destination 2030 also placed an emphasis on using existing and emergent technologies to improve the operation of the transportation system. The Plan endorses the use of Intelligent Transportation System (ITS) components to reduce congestion, improve safety, and promote mobility, and includes ITS investments in the set of funded transportation projects.

SAFETEA-LU Requirement: **CONGESTION MANAGEMENT PROCESS**

SAFETEA-LU Requirement

Within a metropolitan planning area serving a Transportation Management Area (TMA), there must be a “process that provides for effective management and operation” to address congestion management. Specifically, the final rule stipulates the consideration of the results of the congestion management process in TMAs, including the identification of single occupant vehicle (SOV) projects that result from a congestion management process in TMAs that are non-attainment for ozone.

DVRPC Action

The Congestion Management Process (CMP) was developed concurrently with the *Destination 2030* Plan and is considered to be a fully integrated subsection of the Long Range Plan. The CMP is one of several management systems that provide technical background to be used in project selection for the Long Range Plan and Transportation Improvement Program (TIP). The CMP also serves as input for other efforts. The congested corridors identified in the CMP have been endorsed as *Destination 2030* transportation corridors.



SAFETEA-LU Requirement: *PUBLIC PARTICIPATION PLAN*

SAFETEA-LU Requirement

Metropolitan Planning Organizations (MPOs) must develop and utilize a “Participation Plan” that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan. Further, this “Participation Plan” must be developed “in consultation with all interested parties.” This consultation requirement is intended to afford parties who participate in the metropolitan planning process a specific opportunity to comment on the plan prior to its approval.

DVRPC Action

DVRPC has a long history of public involvement. The Commission adopted a Public Participation Plan in 2001 as a means of putting into writing the public involvement practices that have been the norm for the Commission for a number of years. This Plan was amended in 2004 to include a Public Disclosure Policy and to reflect changes in the last federal transportation bill. The Plan is intended to serve as a guide for staff and Board members in dealing with the public and to make a clear statement to the region’s citizens about our intent to deal with them honestly and directly.

As a subset of the Plan, DVRPC also adopted an Environmental Justice Protocol in 2004. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of religion, race or ethnicity, income, or education level in environmental decision-making. DVRPC’s Environmental Justice Program promotes the protection of human health and the environment, empowerment via public participation and involvement, and the dissemination of relevant information to inform and educate affected communities. The Commission’s Environmental Justice Protocol is a guide that was created to assist employees with meeting DVRPC’s goals. It has also been helpful to the agencies with whom we work in meeting the Environmental Justice mandate of Title VI.

In fiscal year 2007, the DVRPC Board adopted a Title VI Compliance Plan, which takes one more step in establishing our practices by appointing Title VI liaisons within each department and by documenting our Title VI public statement and compliance process.

Commission staff is currently updating the Public Participation Plan and melding it with the Environmental Justice Protocol into one document. A final Title VI Compliance Plan will be printed in 2007 for distribution to DVRPC’s state and federal partners and to staff.

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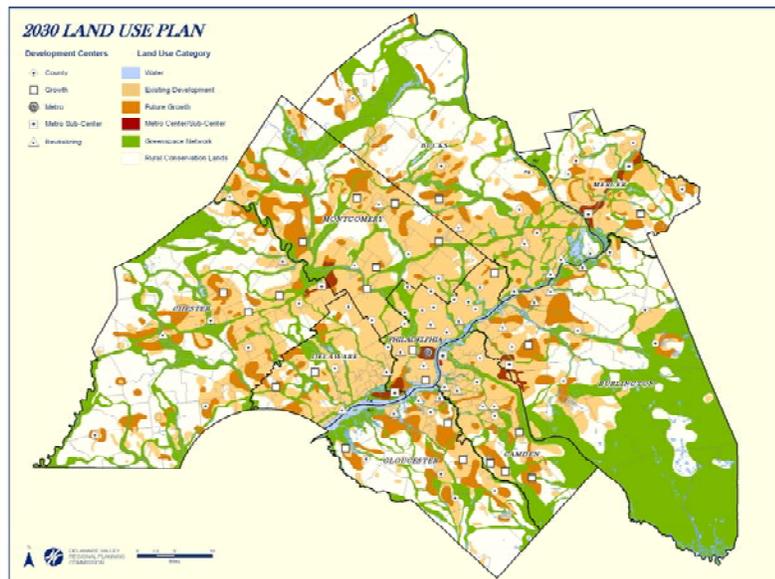
SAFETEA-LU Requirement: *USE OF VISUALIZATION TECHNIQUES*

SAFETEA-LU Requirement

As part of transportation plan development, MPOs should employ visualization techniques to describe metropolitan transportation plans.

DVRPC Action

From the outset of the development of the *Destination 2030* Long Range Plan, the intent was to produce a document that was readable, understandable, and useable. The *Destination 2030* Long Range Plan was designed to be a reader-friendly document that simplified the format and reduced the length of the Long Range Plan from its prior iterations. The content layout was designed to be uncluttered and the text was written so as not to overwhelm the readers with technical jargon. The Plan also includes relevant and colorful maps and figures to better communicate the messages of the Long Range Plan to the reader, and to reflect the spirit of improving visualization of information as outlined in SAFETEA-LU. DVRPC will continue to look for opportunities to include maps, tables, photographs, and other graphics that help to better communicate the content of the Long Range Plan.



The Land Use Plan map graphically conveys the vision for future land use in the Delaware Valley.

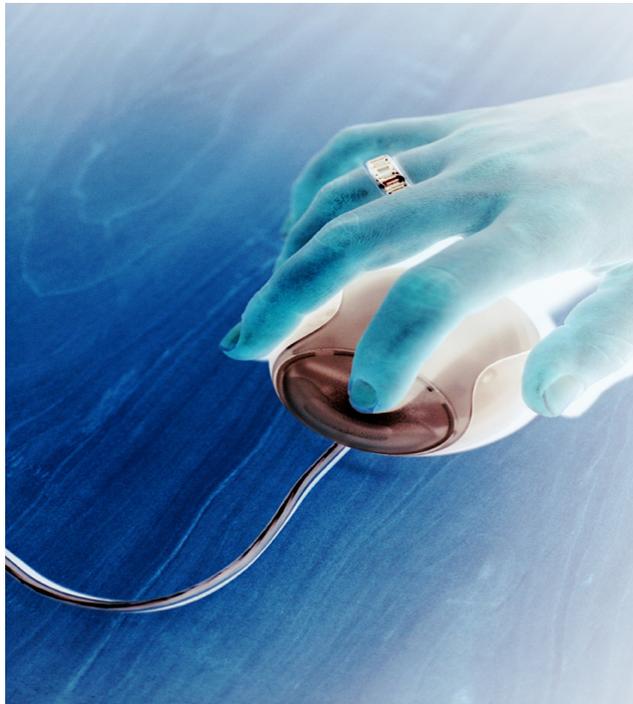
SAFETEA-LU Requirement: ***ELECTRONICALLY-ACCESSIBLE FORMAT***

SAFETEA-LU Requirement

MPOs are required to publish, or otherwise make available for public review, long range plans “including to the maximum extent practicable in electronically accessible formats and means, such as the World Wide Web”.

DVRPC Action

The *Destination 2030* Long Range Plan and associated documents including the “What-If Scenarios” exercise, *Destination 2030: A Vision for the Future*, and the associated transportation conformity document(s) are available for public viewing on DVRPC’s website. DVRPC also distributes these documents to over 30 public libraries throughout the region, and maintains copies at its own office. DVRPC will continue to provide all public documents related to the Long Range Plan, and all notices regarding public comment opportunities and meetings on its website in a timely manner.



SAFETEA-LU Requirement: **USE OF "YEAR-OF-EXPENDITURE" COST ESTIMATES**

SAFETEA-LU Requirement

Use "year-of-expenditure (YOE) dollars" in developing cost and revenue estimates for long-range transportation plans.

DVRPC Action

A number of requirements in SAFETEA-LU necessitate revisions to be made to the *Destination 2030* Financial Plan. SAFETEA-LU set federal funding amounts for 2005-2009, required consideration for the effects of inflation in developing project cost estimates, and provided for new funding sources. As part of this revision, DVRPC has updated the Financial Plan and has made some changes to the fiscally constrained project list based on current information.

SAFETEA-LU authorized federal transportation funding of nearly \$253 billion from 2005 to 2009. With funding levels established for these years, DVRPC recalculated the expected state and federal funding levels for the region. Before doing so, one additional assumption was modified. In the adopted Plan, funding levels were anticipated to increase 12 percent every six-year reauthorization period. In the revised Plan, federal funding was assumed to increase by 18 percent every six-year period. This change in assumption was made because federal funding levels from ISTEA to TEA-21 and through SAFETEA-LU have increased at a far greater pace. Total federal transportation funding increased by 40 percent between the six-year intervals of ISTEA and TEA-21 (\$155.3 billion vs. \$217.9 billion, respectively). Using a conservative estimate of \$42.1 billion in transportation funds spent in 2004, the six-year funding total increase between SAFETEA-LU (\$295.0 billion including the 2004 estimate) and TEA-21 was 35 percent.

State TIP levels for 2007 to 2010 for both Pennsylvania and New Jersey were authorized while the Plan was undergoing revision. This gave DVRPC the opportunity to use actual state funding levels in the short-term period. Over the longer term, DVRPC used an annual three percent increase to project state funding levels over the life of the *Destination 2030* Plan. This matches the anticipated federal funding increases. In the adopted Plan, both short- and long-term state funding levels were derived by using a historically determined percentage of federal funding.

One of the key changes in SAFETEA-LU is the requirement that the effects of inflation be included in the Financial Plan. DVRPC selected a three percent annual inflation rate for the life of the Plan. This was based on a long-term view of the annual consumer price index (CPI), which increased just over three percent annually from 1985 to 2005, and the highway and street construction sector of the producer price index (PPI), which has increased by 3.3 percent annually from 1990 to 2005.

In the adopted Plan, the cost for each project was estimated in 2005 dollars. To change to year-of-expenditure dollars, as mandated by SAFETEA-LU, estimates were inflated based on the time period for project implementation. The midpoints for each implementation period (2005-2010, 2011-2020, and 2021-2030) were chosen for the sake of

simplicity. Projects implemented in the short term were estimated in 2008 dollars by factoring in inflation, at three percent annually. Those in the middle period and long-term periods were treated similarly by inflating to 2015 dollars and 2025 dollars, respectively.

New Start funding was increased from \$1.2 billion to \$1.4 billion over the life the Plan, based on SAFETEA-LU funding, recent distributions, and discussions with the Federal Transit Administration. New Start funding will continue to be split evenly between Pennsylvania and New Jersey and will be disbursed in the middle period.

SAFETEA-LU provides for a new transit funding stream, the Small Starts program, which has allocated \$200 million nationwide annually. This program will provide \$2 million per year for each sub-region in 2005 dollars and is subject to cost-of-living adjustments.

The changes to the federal and state funding computations, increasing the expected New Starts revenue, and adding the new Small Starts funding slightly increased the anticipated transportation revenue available to the region from \$57.3 billion to \$59.3 billion over the life of the Plan. Table 1 shows anticipated funding levels by mode, source, and sub-region. Table 2 shows the allocation by project category of the anticipated funding for the region. The percentages allocated to each funding category did not change in the Plan revision.

Table 1
Revised Plan
Funding Levels

Source: DVRPC 2007

Funding Source		PA Sub-region	NJ Sub-region	LRP Total
Highway	Federal	\$ 16.5 B	\$ 8.9 B	\$ 25.4 B
	State	\$ 3.8 B	\$ 3.6 B	\$ 7.4 B
	Hwy Total	\$ 20.3 B	\$ 12.5 B	\$ 32.7 B
Transit	Federal	\$ 8.3 B	\$ 2.5 B	\$ 10.8 B
	New-Start/Small-Start	\$ 1.0 B	\$ 1.0 B	\$ 2.0 B
	State	\$ 8.2 B	\$ 6.2 B	\$ 14.3 B
	Transit Total	\$ 17.5 B	\$ 9.7 B	\$ 27.2 B
DVRPC Total		\$ 37.8 B	\$ 22.1 B	\$ 59.9 B

Table 2
Revised Financial
Resources by
Funding Category

Source: DVRPC 2007

† All figures are in 2007 dollars and are rounded off to the nearest tenth of a billion.

§ Represents non-federal only, and does not include discretionary federal grants for transit New Start or Small Start projects.

* Represents the discretionary federal grant amount for transit New Start and Small Start projects in respective sub-region.

Mode	Funding Category	PA Subregion		NJ Subregion		DVRPC Total	
		Allocation %	25 Year Estimate	Allocation %	25 Year Estimate		
Hwy.	Reconst./Rehab./Resurfacing/Restoration	45.0%	\$ 9.13 B	35.0%	\$ 4.36 B	\$ 13.49 B	
	Bridge Replacement/Restoration	25.0%	\$ 5.07 B	20.0%	\$ 2.49 B	\$ 7.56 B	
	Safety/Operational Improvement	15.0%	\$ 3.04 B	25.0%	\$ 3.11 B	\$ 6.16 B	
	New Capacity	10.0%	\$ 2.03 B	10.0%	\$ 1.25 B	\$ 3.27 B	
	Other (ITS, Bike/Ped, etc.)	5.0%	\$ 1.01 B	10.0%	\$ 1.25 B	\$ 2.26 B	
	Subtotal	100.0%	\$ 20.28 B	100.0%	\$ 12.46 B	\$ 32.74 B	
Transit	Track & System Rehab./Reconst./Replacement	37.5%	\$ 6.18 B	35.0%	\$ 3.03 B	\$ 9.21 B	
	Vehicle Rehabilitation/Replacement	37.0%	\$ 6.10 B	30.0%	\$ 2.60 B	\$ 8.70 B	
	System/Operational Improvement	15.0%	\$ 2.47 B	15.0%	\$ 1.30 B	\$ 3.77 B	
	New Capacity	As Identified §	5.5%	\$ 0.91 B	15.0%	\$ 1.30 B	\$ 2.21 B
	Other (P & R, Security, etc.)	New Start/Small Start *	-	\$ 0.82 B	-	\$ 0.43 B	\$ 1.26 B
	Subtotal	100.0%	\$ 17.50 B	100.0%	\$ 9.66 B	\$ 27.17 B	
	Grand Total		\$ 37.79 B		\$ 22.12 B	\$ 59.91 B	

While revising the Financial Plan, DVRPC updated all relevant information for each of the major regional transportation projects included in the *Destination 2030* Plan. Staff worked with planning partners, state DOTs, transit operators, and toll authorities to identify any new projects that should be included in the Plan and to verify the project scope, timing, and cost of projects already included in the Long Range Plan.

Since *Destination 2030* was adopted three projects have either been completed or removed from both the DVRPC TIP and the statewide TIP, and were subsequently removed from the list of major regional transportation projects. These projects include: widening US 1/US 322 between US 202 and US 1; the new connector road between US 206 and Rising Sun Road; and improvements on US 130, NJ 73, and NJ 92 associated with the proposed Camden County Civic Center. Project costs included within the timeframe of the Long Range Plan were accounted for. Three new projects were identified: the U.S. 1 Morrisville-Trenton bridge reconstruction and improvements; the redecking of the Walt Whitman bridge; and PA 100 and PA 113 grade-separated interchange and improvements associated with the Vanguard project. None of these projects will utilize federal funds.

DVRPC worked with NJDOT to identify the proportion of any previously classified New Capacity project that involved the reconstruction of the existing facility and/or safety and operational improvements and assign that cost to the appropriate funding category. This exercise had already been completed for Pennsylvania Highway New Capacity projects. This process assures that when a project that contains multiple components, such as reconstruction, operational improvements, and new capacity, funding is drawn from the appropriate category.

Other noteworthy changes include a local grant commitment by the Delaware River Port Authority for \$294 million towards the construction of the Gloucester County rail line and changes to the implementation time period for numerous projects to be consistent with revisions to the TIP that have occurred since the Financial Plan was adopted.

Table 3 summarizes the results of all revisions made to the *Destination 2030* set of transportation projects. A map showing the identified major regional projects accompanies Table 3. Each project has a revised Plan identification number or letter, which has been modified from the adopted Plan due to project additions or removals from the Financial Plan, or being changed to a different funding category. All projects in the revised Plan are color shaded based on whether they have been modified since it was adopted. Darker shading (either red for highway or blue for transit) indicates a project that has changed in scope, implementation time period, and/or cost. Lighter shaded projects have not been changed.

The columns moving from left to right on the table after the 'Revised Plan ID' show the 'Facility Name,' 'Limits,' and a 'Brief Description' of the project scope. A set of three columns under the heading of 'Timing' denote whether it will be implemented in the short-, middle-, or long-term time periods, or more than one of these periods. Projects that span multiple time periods have also had their funding spread out over those multiple time periods. The columns under the heading of 'Location,' identify the county or counties where each project is located.

Next, a series of 'Cost' columns identify project 'Funding Category' levels, with 'Additional Reconstruction' and/or 'Additional Safety/Operational' funding amounts shown separately for projects containing multiple components. 'Total Federal Funding' is shown as the sum of the 'Funding Category' costs, 'Additional Reconstruction' and 'Additional Safety / Operational' components. If the project has 'Non-Federal Funding' sources, that amount is shown in the final column of the 'Cost' section. While considered part of the Long Range Plan, the non-federally funded projects are not part of the fiscally constrained analysis. All figures under 'Cost' are in current millions of dollars.

Within the Highway Reconstruction, Rehabilitation, Resurfacing, Restoration funding category there is a row between the individual project list and the 'Funding Category Total' that reflects the total cost for reconstruction costs associated with projects contained within Highway New Capacity or Highway Safety/Operational funding categories. These amounts were included to account for the reconstruction component of projects that are principally listed under Highway New Capacity or Highway Safety / Operational Improvements. Likewise, a similar row is in the Highway Safety / Operational Improvements funding category, which properly assigns operational improvements costs associated with projects listed under Highway New Capacity.

The last set of financial data reflects the year of expenditure cost for each project. In this column, the total funding category cost for each project is escalated to the expected cost with inflation to the time period it will be implemented in. Some projects will be implemented over two, or even all three of the time periods. For those with multiple implementation periods, the total project cost has been split among the time periods and inflated by the respective time periods' YOY dollars.

Table 4 documents that the Financial Plan is fiscally constrained to reasonably anticipated funding levels using year-of-expenditure cost estimates. In addition, the revised list of projects remains fiscally constrained within DVRPC's originally adopted allocation targets of funding by improvement category over the life of the Plan.



TABLE 3 Revised Destination 2030 Major Regional Transportation Projects

Rev. LRP ID	FACILITY	FISCALLY CONSTRAINT ILLUSTRATIVE PROJECTS COST (FY '07 TIP \$ in M)	LIMITS	BRIEF DESCRIPTION	TIMING			LOCATION						FUNDING CATEGORY COST CURRENT \$ IN M	RECONSTRUCTION COMPONENT OF HIGHWAY NEW CAPACITY PROJECTS CURRENT \$ IN M	COST			YOE COST				
					2006-2010	2011-2020	2021-2030	BUCKS	CHESTER	DELAWARE	MONTGOMERY	PHILADELPHIA	BURLINGTON			CAMDEN	GLOUCESTER	MERCER	SAFETY OPERATIONAL COMPONENT OF HIGHWAY NEW CAPACITY PROJECTS CURRENT \$ IN M	TOTAL FEDERAL FUNDING CURRENT \$ IN M	NON-FEDERAL FUNDING CURRENT \$ IN M	2006-2010 (YOE \$ using 2008)	2011-2020 (YOE \$ using 2015)
HIGHWAY RECONSTRUCTION/REHABILITATION/RESURFACING/RESTORATION																							
1	I-95 (Bucks)	X	\$ 545.0	In Bucks County	Reconstruction	X	X									\$ 545.0	\$ -	\$ -	\$ 545.0	\$ -	\$ -	\$ 732,434,427	\$ -
2	US 422	X	\$ 210.0	Berks County line to Sanatoga	Reconstruction	X	X									\$ 210.0	\$ -	\$ -	\$ 210.0	\$ -	\$ -	\$ 282,222,440	\$ -
3	US 1 - Baltimore Pike to Maryland	X	\$ 200.0	Baltimore Pike to Maryland state line	Reconstruction	X	X									\$ 200.0	\$ -	\$ -	\$ 200.0	\$ -	\$ -	\$ 268,783,276	\$ -
4	US 30/Coatesville-Downingtown Bypass (see also 48)	X	\$ 386.0	PA 10 to Exton Bypass	Reconstruction	X	X									\$ 386.0	\$ -	\$ -	\$ 386.0	\$ -	\$ -	\$ -	\$ 697,158,937
5	US 1 - Media Bypass	X	\$ 20.0	I-476 to Baltimore Pike	Reconstruction	X	X									\$ 20.0	\$ -	\$ -	\$ 20.0	\$ -	\$ -	\$ -	\$ 36,122,225
6	I-476	X	\$ 70.0	PA Turnpike to Delaware County line	Reconstruction	X	X									\$ 70.0	\$ -	\$ -	\$ 70.0	\$ -	\$ -	\$ 76,490,890	\$ -
7	PA 309 (see also 63)	X	\$ 280.0	Greenwood Ave to Welsh Rd.	Reconstruction	X	X									\$ 280.0	\$ -	\$ -	\$ 280.0	\$ -	\$ -	\$ 101,987,853	\$ 250,864,391
8	I-95 (Philadelphia) (see also 65)	X	\$ 580.0	within Philadelphia	Reconstruction	X	X									\$ 580.0	\$ -	\$ -	\$ 580.0	\$ -	\$ -	\$ -	\$ 779,471,500
9	I-295	X	\$ 89.0	US 1 to I-195 and CR 561 to CR 607	Reconstruction	X	X									\$ 89.0	\$ -	\$ -	\$ 89.0	\$ -	\$ -	\$ -	\$ 119,608,558
10	NJ 42 Freeway (see also 76)	X	\$ 18.0	I-76 / I-295 to A.C. Expressway	Reconstruction	X	X									\$ 18.0	\$ -	\$ -	\$ 18.0	\$ -	\$ -	\$ -	\$ 24,190,495
	Reconstruction Components of Hwy New Capacity Projects	X	\$ 1,325.6			X	X	X	X	X	X	X	X	X	X	\$ 1,325.6	\$ -	\$ -	\$ 1,325.6	\$ -	\$ -	\$ 289,703,782	\$ 957,672,421
Funding Category Total						X	X	X	X	X	X	X	X	X	X	\$ 3,723.6	\$ -	\$ -	\$ 3,723.6	\$ -	\$ -	\$ 468,182,526	\$ 3,170,173,307
BRIDGE REPLACEMENT/RESTORATION																							
11	Walt Whitman Bridge	X	\$ -	over Delaware River	Redecking	X	X									\$ -	\$ -	\$ -	\$ -	\$ 140.0	\$ -	\$ -	\$ -
Funding Category Total						X	X									\$ -	\$ -	\$ -	\$ -	\$ 140.0	\$ -	\$ -	\$ -
HIGHWAY SAFETY/OPERATIONAL IMPROVEMENTS																							
12	PA 113 Heritage Corridor	X	\$ 25.0	Schuylkill River to PA 611	Intersection and Corridor Improvements	X	X									\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ -	\$ 45,152,781
13	PA 413	X	\$ 25.0	PA 611 to Delaware River	Access Management Improvements	X	X									\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ -	\$ 45,152,781
14	US 13	X	\$ 25.0	Levittown Parkway to Philadelphia line	Access Management & Corridor Improvements	X	X									\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ -	\$ 45,152,781
15	Street Rd.	X	\$ 30.0	at I-95 interchange	Interchange Reconstruction	X	X									\$ 30.0	\$ -	\$ -	\$ 30.0	\$ -	\$ -	\$ -	\$ 54,183,337
16	Bristol Rd.	X	\$ 5.3	Old Lincoln Highway to Hulmeville Rd.	Add Center Turn Lane	X	X									\$ 5.3	\$ -	\$ -	\$ 5.3	\$ -	\$ -	\$ 1,930,484	\$ 4,748,505
17	PA 52	X	\$ 15.7	PA 926 to US 1	Realignment/Safety Improvements/New Bridge	X	X									\$ 15.7	\$ -	\$ -	\$ 15.7	\$ -	\$ -	\$ 5,718,605	\$ 14,066,325
18	US 30, PA 82, and Station	X	\$ 10.0	Coatesville Redevelopment Area	New Bridge and Access Improvements	X	X									\$ 10.0	\$ -	\$ -	\$ 10.0	\$ -	\$ -	\$ -	\$ 13,439,164
19	I-95 at US 322	X	\$ 67.0	at US 322	Interchange Reconstruction & Bridgewater Rd. Extension	X	X									\$ 67.0	\$ -	\$ -	\$ 67.0	\$ -	\$ -	\$ 24,404,236	\$ 60,028,265
20	I-95 at I-476	X	\$ 15.0	at I-476 and Chestnut Street On-Ramp	Interchange Reconstruction	X	X									\$ 15.0	\$ -	\$ -	\$ 15.0	\$ -	\$ -	\$ -	\$ 20,158,746
21	US 202 (Sec. 500) Markley Street	X	\$ 50.0	Main St. to Johnson Hwy.	Signal Improvements, Center Turn Lane, Widening	X	X									\$ 50.0	\$ -	\$ -	\$ 50.0	\$ -	\$ -	\$ 18,212,117	\$ 44,797,213
22	Ben Franklin Bridge	X	\$ 35.0	West Side Connector - Ben Franklin Bridge to Vine St.	Bridge Egress Improvements	X	X									\$ 35.0	\$ -	\$ -	\$ 35.0	\$ -	\$ -	\$ 12,748,482	\$ 31,358,049
23	National Highway System Connectors	X	\$ 25.0	to Intermodal Freight Facilities	Pavement, Geometry, Operations and Signing Improvements	X	X	X								\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ 5,463,635	\$ 13,439,164
24	NJ 73 & NJ 70 (Marlton Circle)	X	\$ 37.5	at Marlton Circle	Grade-Separated Interchange	X	X									\$ 37.5	\$ -	\$ -	\$ 37.5	\$ -	\$ -	\$ 40,977,263	\$ -
25	CR 530 (South Pemberton Rd.)	X	\$ 28.5	US 206 to Magnolia Rd. (CR 644)	Add Center Turn Lane on CR 530	X	X									\$ 28.5	\$ -	\$ -	\$ 28.5	\$ -	\$ -	\$ 10,380,907	\$ 25,534,411
26	NJ 73	X	\$ 10.0	Marlton Circle to I-295	Intersection Improvements	X	X									\$ 10.0	\$ -	\$ -	\$ 10.0	\$ -	\$ -	\$ -	\$ 13,439,164
27	US 130 & US 30 (Collingswood Circle)	X	\$ 20.0	at Collingswood Circle	Eliminate Circle	X	X									\$ 20.0	\$ -	\$ -	\$ 20.0	\$ -	\$ -	\$ 7,284,847	\$ 17,918,885
28	NJ 73 & US 30 (Berlin Circle)	X	\$ 47.0	at Berlin Circle	Eliminate Circle and Operational Improvements	X	X									\$ 47.0	\$ -	\$ -	\$ 47.0	\$ -	\$ -	\$ 51,358,169	\$ -
29	US 130 & CR 551 (Brooklawn Circle)	X	\$ 14.0	at Brooklawn Circle	Redesign Intersection	X	X									\$ 14.0	\$ -	\$ -	\$ 14.0	\$ -	\$ -	\$ -	\$ 18,814,829
30	I-295	X	\$ 3.0	at CR 620	Interchange Reconstruction	X	X									\$ 3.0	\$ -	\$ -	\$ 3.0	\$ -	\$ -	\$ -	\$ 4,031,749
31	NJ 29	X	\$ 30.0	US 1 to Sullivan Way	Convert NJ 29 to an Urban Boulevard	X	X									\$ 30.0	\$ 145.0	\$ -	\$ 175.0	\$ -	\$ -	\$ -	\$ 40,317,491
	Safety/Ops components of Hwy New Capacity Projects	X	\$ 467.5			X	X	X								\$ 467.5	\$ -	\$ -	\$ 467.5	\$ -	\$ -	\$ 102,169,975	\$ 251,312,363
Funding Category Total						X	X	X	X	X	X	X	X	X	X	\$ 985.5	\$ 145.0	\$ -	\$ 1,130.5	\$ -	\$ -	\$ 280,648,718	\$ 573,404,322
HIGHWAY NEW CAPACITY																							
32	I-476 (PA Turnpike Northeast Ext.)	X	\$ -	Lansdale to Allentown	Widen to 6 Lanes	X	X									\$ -	\$ -	\$ -	\$ -	\$ 665.0	\$ -	\$ -	\$ -
33	US 202 (Sec. 700)	X	\$ 200.0	Montgomeryville to Doylestown	New 2 Lane Parkway and Intersection Improvements	X	X									\$ 200.0	\$ -	\$ -	\$ 200.0	\$ -	\$ -	\$ 72,848,467	\$ 179,188,851
34	County Line Road	X	\$ 25.0	PA 309 to PA 611	Widening/Reconstruction	X	X									\$ 25.0	\$ 58.3	\$ -	\$ 83.3	\$ -	\$ -	\$ 5,463,635	\$ 13,439,164
35	I-95 at PA Turnpike	X	\$ 170.0	at I-276 (PA Turnpike)	New Interchange; Widening	X	X									\$ 170.0	\$ 80.0	\$ -	\$ 250.0	\$ 1,030.0	\$ -	\$ -	\$ 228,465,784
36	I-95 at Scudders Falls Bridge	X	\$ -	PA 332 to CR 579	Widening	X	X									\$ -	\$ -	\$ -	\$ -	\$ 100.0	\$ -	\$ -	\$ -
37	US 1	X	\$ 22.5	I-276 (PA Turnpike) to NJ state line	Reconstruction, Widening & Interchange Improvements	X	X									\$ 22.5	\$ 67.5	\$ -	\$ 90.0	\$ -	\$ -	\$ -	\$ 30,238,119
38	US 1 Morrisville Trenton Bridge	X	\$ -	South Pennsylvania Ave to NJ Route 29	Widen bridge, add toll facility, reconstruct on/off ramps	X	X									\$ -	\$ -	\$ -	\$ -	\$ 87.2	\$ -	\$ -	\$ -
39	US 202 (Sec. 100)	X	\$ 76.0	West Chester to DE state line	Widening and Supportive Land Use Plans	X	X									\$ 76.0	\$ 115.0	\$ -	\$ 191.0	\$ -	\$ -	\$ -	\$ 102,137,645
40	I-76 (PA Turnpike)	X	\$ -	Downingtown to Valley Forge	Widening	X	X									\$ -	\$ -	\$ -	\$ -	\$ 270.0	\$ -	\$ -	\$ -
41	French Creek Parkway	X	\$ 27.0	PA 23 to PA 29	Construct New Road	X	X									\$ 27.0	\$ -	\$ -	\$ 27.0	\$ -	\$ -	\$ -	\$ 36,285,742
42	PA 100	X	\$ 12.0	Shoen Rd to Fellowship Rd	Widening	X	X									\$ 12.0	\$ -	\$ -	\$ 12.0	\$ -	\$ -	\$ 13,112,724	\$ -
43	US 202 (Sec. 300)	X	\$ 62.5	PA 252 to US 30	Widening/Reconstruction	X	X									\$ 62.5	\$ 187.5	\$ -	\$ 250.0	\$ -	\$ -	\$ 22,765,146	\$ 55,996,516
44	US 1	X	\$ 5.0	within East Marlborough Township	Widen to 6 Lanes	X	X									\$ 5.0	\$ -	\$ -	\$ 5.0	\$ -	\$ -	\$ 1,821,212	\$ 4,479,721
45	PA 41	X	\$ 44.5	Delaware state line to PA 926	Reconstruction / Widening	X	X									\$ 44.5	\$ 88.0	\$ -	\$ 132.5	\$ -	\$ -	\$ -	\$ 80,371,950
46	US 30	X	\$ 7.0	Exton Mall to US 202	Widen to 5 Lanes	X	X									\$ 7.0	\$ -	\$ -	\$ 7.0	\$ -	\$ -	\$ -	\$ 9,407,415
47	I-76 (PA Turnpike)	X	\$ -	at PA 29 Interchange	Electronic Interchange	X	X									\$ -	\$ -	\$ -	\$ -	\$ 60.0	\$ -	\$ -	\$ -
48	US 30/Coatesville-Downingtown Bypass (see also 4)	X	\$ 50.0	at Airport Road and PA 113	Interchange Improvements	X	X									\$ 50.0	\$ -	\$ -	\$ 50.0	\$ -	\$ -	\$ -	\$ 90,305,562
49	PA 100 Vanguard Improvement	X	\$ -	PA 113 to Township Line Rd	New Bridge and Grade Separation	X	X									\$ -	\$ -	\$ -	\$ -	\$ 15.0	\$ -	\$ -	\$ -
50	US 322	X	\$ 45.6	US 1 to I-95	Widening/Reconstruction	X	X									\$ 45.6	\$ 74.4	\$ -	\$ 120.0	\$ -	\$ -	\$ 16,609,450	\$ 40,855,058
51	US 322 / Commodore Barry Bridge	X	\$ 46.0	to PA 291/2nd St.	Construct Ramps to Bridge	X	X									\$ 46.0	\$ -	\$ -	\$ 46.0	\$ -	\$ -	\$ 50,265,442	\$ -
52	I-476 (PA Turnpike Northeast Ext.)	X	\$ -	Mid-County to Lansdale	Widen to 6 Lanes	X	X									\$ -	\$ -	\$ -	\$ -	\$ 295.0	\$ -	\$ -	\$ -
53	PA 23	X	\$ 52.0	US 202 to US 422	New 2 Lane Highway	X	X									\$ 52.0	\$ 5.0	\$ -	\$ 57.0	\$ -	\$ -	\$ -	\$ 93,917,784
54	I-76 / Henderson Rd.	X	\$ 18.0	Henderson Rd. (South Gulph Rd. to US 202)	Construct Ramps to I-76 / Widening/Reconstruction	X	X									\$ 18.0	\$ 18.0	\$ -	\$ 36.0	\$ -	\$ -	\$ 3,933,817	\$ 9,676,198
55	Lafayette St.	X	\$ 62.0																				

TABLE 3 Revised Destination 2030 Major Regional Transportation Projects

Rev. LRP ID	FACILITY	FISCALLY CONSTRAINT ILLUSTRATIVE PROJECTS	COST (FY '07 TIP \$ in M)	LIMITS	BRIEF DESCRIPTION	TIMING		LOCATION							FUNDING CATEGORY COST CURRENT \$ IN M	RECONSTRUCTION COMPONENT OF HIGHWAY NEW CAPACITY PROJECTS CURRENT \$ IN M	COST			YOE COST				
						2006 - 2010	2011 - 2020	BUCKS	CHESTER	DELAWARE	MONTGOMERY	PHILADELPHIA	BURLINGTON	CAMDEN			GLOUCESTER	MERCER	TOTAL FEDERAL FUNDING CURRENT \$ IN M	NON-FEDERAL FUNDING CURRENT \$ IN M	2006-2010 (YOE \$ using 2008)	2011-2020 (YOE \$ using 2015)	2021-2030 (YOE \$ using 2025)	
67	Delaware Ave & Penrose Ave/26th St	X	\$ 10.3	to Navy Yard Business Center	New Access Roadways from the East and West	X										\$ 10.3	\$ -	\$ -	\$ 10.3	\$ -	\$ -	\$ 11,255,088	\$ -	\$ -
68	Adams Ave. Connector	X	\$ 10.0	I-95 and Aramingo Ave.	Extend Roadway to New Ramps		X									\$ 10.0	\$ -	\$ -	\$ 10.0	\$ -	\$ -	\$ -	\$ 13,439,164	\$ -
69	PA 63 (Woodhaven Road)	X	\$ 25.0	US 1 to Philmont Ave.	Traffic Flow Improvements			X			X	X				\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ -	\$ -	\$ 45,152,781
70	New Jersey Turnpike	X	\$ -	Exit 4 to Delaware Memorial Bridge	Widening							X	X			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310.0	\$ -	\$ -
71	New Jersey Turnpike	X	\$ -	Exit 6 to Exit 9	Widening									X		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000.0	\$ -
72	I-295 (at NJ 38; Missing Move)	X	\$ 103.8	at NJ 38	Add Missing Movements at Interchange	X	X									\$ 103.8	\$ -	\$ -	\$ 103.8	\$ -	\$ -	\$ 37,808,354	\$ 92,999,013	\$ -
73	NJ 73	X	\$ 23.0	in vicinity of Fox Meadow Rd.	Widening / Intersection Improvements	X	X									\$ 23.0	\$ -	\$ -	\$ 23.0	\$ -	\$ -	\$ 8,377,574	\$ 20,606,718	\$ -
74	NJ 70	X	\$ 70.0	Marlton to Medford	Widening			X								\$ 70.0	\$ -	\$ -	\$ 70.0	\$ -	\$ -	\$ -	\$ -	\$ 126,427,786
75	I-295 (at NJ 42)	X	\$ 81.2	at NJ 42 / I-76	Add Missing Movements at Interchange	X	X									\$ 81.2	\$ -	\$ -	\$ 81.2	\$ -	\$ -	\$ 29,568,100	\$ 72,730,067	\$ -
76	NJ 42 Freeway (see also 10)	X	\$ 24.0	at College Drive	New Interchange		X									\$ 24.0	\$ -	\$ -	\$ 24.0	\$ -	\$ -	\$ -	\$ 32,253,993	\$ -
77	I-295 (Direct Connect)	X	\$ 245.0	at NJ 42 / I-76	Direct Connection of I-295 Through Interchange		X									\$ 245.0	\$ 322.0	\$ 233.0	\$ 800.0	\$ -	\$ -	\$ -	\$ 329,259,513	\$ -
78	NJ 55	X	\$ -	at Deptford Center Rd.	Interchange Improvements			X								\$ -	\$ 0.3	\$ -	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -
79	US 322	X	\$ 40.0	US 130 to NJ Turnpike	Widening			X								\$ 40.0	\$ 40.0	\$ -	\$ 80.0	\$ -	\$ -	\$ -	\$ -	\$ 72,244,449
80	Paulsboro Bridge	X	\$ 16.0	I-295 to Paulsboro BP site	New Bridge and Roadway Improvements	X	X									\$ 16.0	\$ -	\$ -	\$ 16.0	\$ -	\$ -	\$ 5,827,877	\$ 14,335,108	\$ -
81	CR 571	X	\$ 8.0	Wallace-Cranbury Rd. to Clarksville Rd..	Widening, Reconstruction, Signals			X								\$ 8.0	\$ -	\$ -	\$ 8.0	\$ -	\$ -	\$ -	\$ -	\$ 14,448,890
82	NJ 33 Bypass	X	\$ 16.3	Washington Blvd. to US 130	Realignment / Extend Kuser Rd. to Robbinsville Rd.			X								\$ 16.3	\$ -	\$ -	\$ 16.3	\$ -	\$ -	\$ -	\$ -	\$ 21,905,837
83	West Trenton (Ewing) Transit Village	X	\$ 8.0	West Trenton Bypass	New Connector Roads			X								\$ 8.0	\$ -	\$ -	\$ 8.0	\$ -	\$ -	\$ -	\$ -	\$ 14,448,890
84	US 1 - Penns Neck Area	X	\$ 90.0	in vicinity of Penns Neck	New Connector Road, Interchanges and Widening			X								\$ 90.0	\$ -	\$ -	\$ 90.0	\$ -	\$ -	\$ -	\$ -	\$ 162,550,011
Funding Category Total																\$ 2,039.6	\$ 1,180.6	\$ 467.5	\$ 3,687.7	\$ 5,062.2	\$ 374,979,105	\$ 1,579,797,894	\$ 940,803,342	
HIGHWAY OTHER																								
85	RIMS - Regional ITS	X	\$ 25.0	Traffic Operations Center	Regional ITS Coordination	X	X	X	X	X	X	X	X	X	X	\$ 25.0	\$ -	\$ -	\$ 25.0	\$ -	\$ -	\$ 5,463,635	\$ 13,439,164	\$ 18,061,112
86	ITS Deployment	X	\$ 171.9	Regionwide in PA	Install CCTV, VMS, Detectors and Fiber Optic	X	X	X	X	X	X	X	X	X	X	\$ 171.9	\$ -	\$ -	\$ 171.9	\$ -	\$ -	\$ 37,567,954	\$ 92,407,690	\$ 124,188,208
87	ITS Maintenance	X	\$ 8.2	Regionwide in PA	Maintain Equipment and the Traffic Operations Centers	X	X	X	X	X	X	X	X	X	X	\$ 8.2	\$ -	\$ -	\$ 8.2	\$ -	\$ -	\$ 1,792,072	\$ 4,408,046	\$ 5,924,045
88	ITS Traffic Operations Centers	X	\$ 10.0	in Philadelphia	Transportation Central Control Centers	X	X									\$ 10.0	\$ -	\$ -	\$ 10.0	\$ -	\$ -	\$ 10,927,270	\$ -	\$ -
89	ITS Traffic & Incident Management	X	\$ 52.4	Regionwide in NJ	Smart Moves Program, IMRT & Emergency Service Patrol	X	X	X								\$ 52.4	\$ -	\$ -	\$ 52.4	\$ -	\$ -	\$ 11,451,779	\$ 28,168,487	\$ 37,856,091
90	ITS Traffic Operations Center	X	\$ 154.8	Regionwide in NJ	Traffic Operations Center	X	X	X								\$ 154.8	\$ -	\$ -	\$ 154.8	\$ -	\$ -	\$ 33,830,828	\$ 83,215,302	\$ 111,834,408
91	ITS Deployment	X	\$ 135.0	Regionwide in NJ	CCTV, VMS, Detectors, and Fiber Optic	X	X	X								\$ 135.0	\$ -	\$ -	\$ 135.0	\$ -	\$ -	\$ 29,503,629	\$ 72,571,484	\$ 97,530,007
92	DRPA Traffic Operations Center	X	\$ -	DRPA Facilities	Traffic Operations Center		X	X	X	X	X	X	X	X	X	\$ -	\$ -	\$ -	\$ -	\$ 6.0	\$ -	\$ -	\$ -	\$ -
Funding Category Total																\$ 557.3	\$ -	\$ -	\$ 557.3	\$ 6.0	\$ 130,537,167	\$ 294,210,174	\$ 395,393,871	
TRANSIT TRACK AND SYSTEM REHABILITATION/RECONSTRUCTION/REPLACEMENT																								
A	Market-Frankford Line	X	\$ 314.0	46th St. to 69th St.	Reconstruction	X				X	X					\$ 314.0	\$ -	\$ -	\$ 314.0	\$ -	\$ -	\$ 343,116,278	\$ -	\$ -
Funding Category Total																\$ 314.0	\$ -	\$ -	\$ 314.0	\$ -	\$ -	\$ 343,116,278	\$ -	\$ -
TRANSIT SYSTEM/OPERATIONAL IMPROVEMENTS																								
B	Fare Payment Modernization	X	\$ 49.0	Systemwide	Updated Fare Collection		X			X	X	X	X	X	X	\$ 49.0	\$ -	\$ -	\$ 49.0	\$ -	\$ -	\$ -	\$ 65,851,903	\$ -
C	Smart Stations	X	\$ 90.0	Systemwide	Improved Station Safety, Security and Communications	X	X			X	X	X	X	X	X	\$ 90.0	\$ -	\$ -	\$ 90.0	\$ -	\$ -	\$ 32,781,810	\$ 80,634,983	\$ -
D	Keystone Corridor (Passenger)	X	\$ 295.0	Philadelphia to Harrisburg	Operation Standard Upgrade / Rehabilitation	X	X			X	X	X	X	X	X	\$ 295.0	\$ -	\$ -	\$ 295.0	\$ -	\$ -	\$ 107,451,488	\$ 264,303,555	\$ -
E	Regional Rail (R5)	X	\$ 50.0	at Paoli Train Station	Multimodal Center and Access Improvements	X	X			X						\$ 50.0	\$ -	\$ -	\$ 50.0	\$ -	\$ -	\$ 18,212,117	\$ 44,797,213	\$ -
F	West Chester Pike Busway	X	\$ 10.0	North Lawrence Rd. to 69th St. Terminal	Reserved Bus Lane			X		X						\$ 10.0	\$ -	\$ -	\$ 10.0	\$ -	\$ -	\$ -	\$ -	\$ 18,061,112
G	Route 23 / Route 56	X	\$ 319.0	Entire Routes	Improvements / LRV Purchase			X				X				\$ 319.0	\$ -	\$ -	\$ 319.0	\$ -	\$ -	\$ -	\$ 428,709,325	\$ -
H	Regional Rail (R1) / Route 36	X	\$ 10.8	Eastwick	New R1 Station and Route 36 Extension			X				X				\$ 10.8	\$ -	\$ -	\$ 10.8	\$ -	\$ -	\$ -	\$ 14,514,297	\$ -
I	River Line LRT	X	\$ 20.0	Operational Improvements	Extend Sidings and Other Rail Improvements			X				X	X			\$ 20.0	\$ -	\$ -	\$ 20.0	\$ -	\$ -	\$ -	\$ 26,878,328	\$ -
J	PATCO	X	\$ -	at Lindenwold	Operations Building		X									\$ -	\$ -	\$ -	\$ -	\$ 8.0	\$ -	\$ -	\$ -	\$ -
K	Transfer Station	X	\$ 11.8	at Delair	for River Line and Atlantic City Rail Line			X								\$ 11.8	\$ -	\$ -	\$ 11.8	\$ -	\$ -	\$ -	\$ 15,858,213	\$ -
L	Woodbury Transportation Center	X	\$ 6.0	Woodbury	to Serve Bus Routes			X								\$ 6.0	\$ -	\$ -	\$ 6.0	\$ -	\$ -	\$ -	\$ 8,063,498	\$ -
Funding Category Total																\$ 861.6	\$ -	\$ -	\$ 861.6	\$ 8.0	\$ 158,445,415	\$ 949,611,314	\$ 18,061,112	
TRANSIT NEW CAPACITY																								
M	Delaware River Tram	X	\$ -	Philadelphia to Camden	New Aerial Tram		X					X	X			\$ -	\$ -	\$ -	\$ -	\$ 40.0	\$ -	\$ -	\$ -	\$ -
N	Quakertown Line	X	\$ 200.0	Lansdale to Hellertown	New Passenger Rail Line			X	X			X	X			\$ 200.0	\$ -	\$ -	\$ 200.0	\$ -	\$ -	\$ -	\$ -	\$ 361,222,247
O	Regional Rail (R6) / Schuylkill Valley Metro	X	\$ 500.0	Norristown to Wyomissing (Phase 1)	Rail Line Extension			X		X		X	X			\$ 500.0	\$ -	\$ -	\$ 500.0	\$ -	\$ -	\$ -	\$ 671,958,190	\$ -
P	Regional Rail (R3)	X	\$ 61.0	Elwyn to Wawa	Rail Line Extension		X			X						\$ 61.0	\$ -	\$ -	\$ 61.0	\$ -	\$ -	\$ 22,218,782	\$ 54,652,599	\$ -
Q	Route 100 Spur	X	\$ 275.0	Hughes Park to First Avenue	Rail Line Extension			X				X				\$ 275.0	\$ -	\$ -	\$ 275.0	\$ -	\$ -	\$ -	\$ 369,577,004	\$ -
R	Broad Street Subway	X	\$ 300.0	Pattison Ave. to Navy Yard	Rail Line Extension			X				X				\$ 300.0	\$ -	\$ -	\$ 300.0	\$ -	\$ -	\$ -	\$ -	\$ 541,833,370
S	NJ Transit US 1 BRT	X	\$ 250.0	Central NJ / US 1 BRT	New Bus Rapid Transit Service			X								\$ 250.0	\$ -	\$ -	\$ 250.0	\$ -	\$ -	\$ -	\$ -	\$ 451,527,809
T	Rail line to Gloucester County	X	\$ 1,206.0	Camden / Gloucester Counties	Construct New Rail Line		X						X	X		\$ 1,206.0	\$ -	\$ -	\$ 1,206.0	\$ 294.0	\$ -	\$ -	\$ 1,620,763,153	\$ -
U	River Line LRT	X	\$ 100.0	Trenton Station to State Capitol	Extend LRT Line			X						X		\$ 100.0	\$ -	\$ -	\$ 100.0	\$ -	\$ -	\$ -	\$ 134,391,638	\$ -
Funding Category Total																\$ 2,892.0	\$ -	\$ -	\$ 2,892.0	\$ 334.0	\$ 22,218,782	\$ 2,851,342,585	\$ 1,354,583,426	

Source: DVRPC 2007

Revised *Destination 2030* Major Regional Transportation Projects

- Highway Projects
- Transit Projects

* Projects Not Mapped: 23, 85-92, B, C *

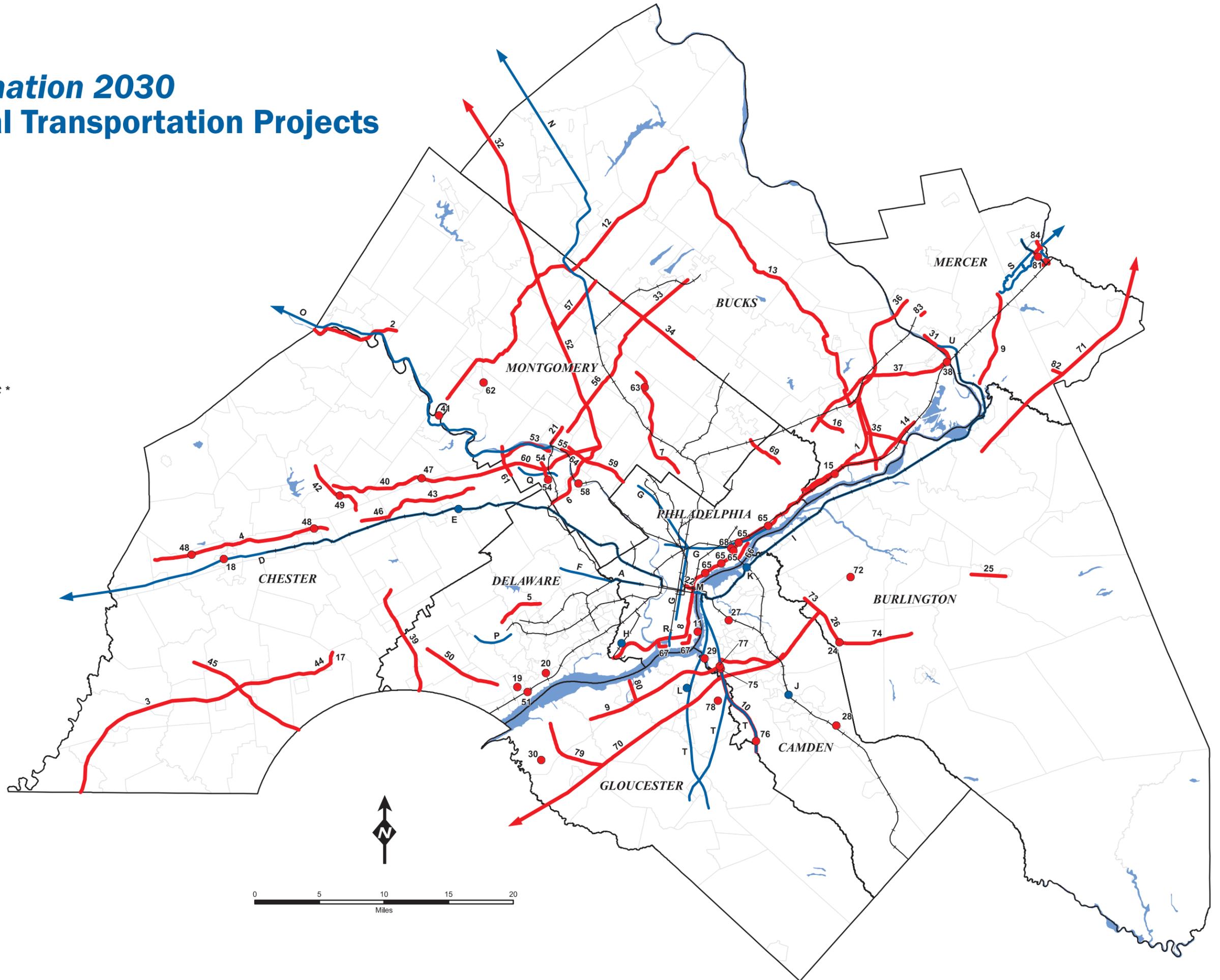


Table 4
Revised Destination 2030 Summary of Revenue and Expenditures

Source: DVRPC 2007

Sub-region	Mode	LRP Funding Category	Allocation	LRP Total - DVRPC Estimate			
				Revenue	Mjr Rgnl Prjct	Other Identified Needs	Total
Pennsylvania	Highway	RECONST/REHAB/RESURF/RESTORATION	45.0%	\$ 9.13 B	\$ 4.31 B	\$ 4.81 B	\$ 9.13 B
		BRIDGE REPLACEMENT/RESTORATION	25.0%	\$ 5.07 B	\$ 0.00 B	\$ 5.07 B	\$ 5.07 B
		SAFETY/OPERATIONAL	15.0%	\$ 3.04 B	\$ 0.93 B	\$ 2.12 B	\$ 3.04 B
		NEW CAPACITY	10.0%	\$ 2.03 B	\$ 1.84 B	\$ 0.00 B	\$ 1.84 B
		OTHER	5.0%	\$ 1.01 B	\$ 0.30 B	\$ 0.72 B	\$ 1.01 B
		Subtotal	100.0%	\$ 20.28 B	\$ 7.38 B	\$ 12.72 B	\$ 20.10 B
		TRACK AND SYSTEM REHAB/RECONST/REPLCMNT	37.5%	\$ 6.18 B	\$ 0.34 B	\$ 5.84 B	\$ 6.18 B
	Transit	VEHICLE REHAB/REST/REPLCMNT	37.0%	\$ 6.10 B	\$ 0.00 B	\$ 6.10 B	\$ 6.10 B
		SAFETY/OPERATIONAL	15.0%	\$ 2.47 B	\$ 1.06 B	\$ 1.42 B	\$ 2.47 B
		NEW CAPACITY	5.5%	\$ 0.91 B	\$ 1.57 B	\$ 0.00 B	\$ 1.57 B
		OTHER	5.0%	\$ 0.82 B	\$ 0.00 B	\$ 0.82 B	\$ 0.82 B
	NEW-START/SMALL-START	-	\$ 1.01 B	\$ 0.00 B	\$ 0.00 B	\$ 0.00 B	
	Subtotal	100.0%	\$ 17.50 B	\$ 2.97 B	\$ 14.18 B	\$ 17.16 B	
	PA Sub-region Total				\$ 37.79 B	\$ 10.35 B	\$ 26.90 B
New Jersey	Highway	RECONST/REHAB/RESURF/RESTORATION	35.0%	\$ 4.36 B	\$ 1.01 B	\$ 3.34 B	\$ 4.36 B
		BRIDGE REPLACEMENT/RESTORATION	20.0%	\$ 2.49 B	\$ 0.00 B	\$ 2.49 B	\$ 2.49 B
		SAFETY/OPERATIONAL	25.0%	\$ 3.11 B	\$ 0.47 B	\$ 2.64 B	\$ 3.11 B
		NEW CAPACITY	10.0%	\$ 1.25 B	\$ 1.06 B	\$ 0.00 B	\$ 1.06 B
		OTHER	10.0%	\$ 1.25 B	\$ 0.52 B	\$ 0.72 B	\$ 1.25 B
		Subtotal	100.0%	\$ 12.46 B	\$ 3.07 B	\$ 9.20 B	\$ 12.27 B
		TRACK AND SYSTEM REHAB/RECONST/REP	35.0%	\$ 3.03 B	\$ 0.00 B	\$ 3.03 B	\$ 3.03 B
	Transit	VEHICLE REHAB/REST/REPLCMNT	30.0%	\$ 2.60 B	\$ 0.00 B	\$ 2.60 B	\$ 2.60 B
		SAFETY/OPERATIONAL	15.0%	\$ 1.30 B	\$ 0.05 B	\$ 1.25 B	\$ 1.30 B
		NEW CAPACITY	15.0%	\$ 1.30 B	\$ 2.21 B	\$ 0.00 B	\$ 2.21 B
		OTHER	5.0%	\$ 0.43 B	\$ 0.00 B	\$ 0.43 B	\$ 0.43 B
	NEW-START/SMALL-START	-	\$ 1.01 B	\$ 0.00 B	\$ 0.00 B	\$ 0.00 B	
	Subtotal	100.0%	\$ 9.66 B	\$ 2.26 B	\$ 7.31 B	\$ 9.56 B	
	NJ Sub-region Total				\$ 22.12 B	\$ 5.32 B	\$ 16.51 B
DVRPC Total				\$ 59.91 B	\$ 15.67 B	\$ 43.41 B	\$ 59.08 B

Transportation Conformity

The Clean Air Act Amendments of 1990 requires DVRPC to demonstrate that projects and programs in the Long Range Plan and Transportation Improvement Program (TIP) do not cumulatively harm air quality. The transportation conformity process establishes a connection between transportation planning and emissions reductions from transportation sources. In practice, this is achieved by testing the set of major regional projects found in the Plan and the TIP to confirm that the motor vehicle emissions associated with the projects are less than established motor vehicle emissions budgets established by the states.

Regional emissions analysis begins with travel simulations, which show the impact of proposed projects on regional travel. The travel impacts are then analyzed using an emissions estimation model.

The conformity determination must be based on the latest planning assumptions (such as population and employment) and the latest emissions estimation model available. The tests incorporate the impacts of motor vehicle controls, age of fleets, and inspection and maintenance programs. Interagency consultation procedures assure that transportation and air quality planners agree on the particulars of the demonstration.

DVRPC has conducted a new conformity determination for the *Destination 2030* revisions due to changes in completion dates or scope for several projects contained in the Long Range Plan. The conformity determination of the *Destination 2030* Long Range Plan revisions, the FY 2008 New Jersey TIP, and FY 2007 Pennsylvania TIP is contained in a separate document. The conformity determination has found that the Long Range Plan and respective TIPs conform to all applicable Pennsylvania and New Jersey State Implementation Plans and all requirements of the Clean Air Act.





**Delaware Valley
Regional Planning
Commission**

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