



FY2019 TIP

for Pennsylvania

(FY19-22)

Adopted June 2018



The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine-county region in two states: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey.



DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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DVRPC is funded through 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 the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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CHAPTER 1:

GENERAL OVERVIEW

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Fiscal Year 2019 Transportation Improvement Program (TIP) for Pennsylvania (FY19-FY22). DVRPC and its PA member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects, and federal law requires showing at least four federal fiscal years of programming. This document, referred to as the FY2019 TIP for PA includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years FY19-FY22 for Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

The DVRPC FY2019 TIP for Pennsylvania contains more than 400 projects (including the Interstate Management Program), totaling over \$5.5 billion for the phases to be advanced during the next four years, an average of close to \$1.4 billion per year. Programmed funds include \$2 billion for projects primarily addressing the non-Interstate Highway System and over \$600 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of close to \$2.7 billion. Additionally, there is a Transit Program for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals almost \$2.9 billion. Chapter 2 presents financial summaries of these programs.

THE TIP AND FEDERAL REQUIREMENTS

The TIP is a requirement of federal transportation legislation, which is currently the Fixing America's Surface Transportation Act (FAST Act), or Public Law 114-94. The FAST Act was signed into law on December 4, 2015, and will expire on September 30, 2020. The FAST Act is the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which began on October 1, 2012, and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, advanced technologies, and operational improvements, such as Transportation Systems Management and Operations (TSMO).

WHAT THIS DOCUMENT INCLUDES

The complete TIP document has been divided into multiple sections. Included is 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. The document also contains various summaries of the Pennsylvania programs; a description of the TIP public involvement process, including issues relating to environmental justice and Title VI; an explanation of the mapping application and project listings; and codes and abbreviations included in the document. This reference information is followed by the Competitive Programs section, Major Project Status Report and, finally, the project listings themselves.

At the end of the document, there are four appendices: (a) Board Resolutions; (b) Financial Guidance used in developing the program; (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (d) DVRPC TIP Project Benefit Criteria;

There is also an addendum, which is a companion document. This document contains four additional appendices: (e) PennDOT's General and Procedural Guidance, (f) SEPTA's and PART's Capacity Analysis, (g) Executive Summary of the Documentation of the Conformity Finding, and (h) Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2019 Draft TIP for Pennsylvania, a copy of a LETTER SENT to the Tribal Nations indicating that they can view the Draft TIP during the Public Comment period, and Proof of Publication.

ACCESSING THE TIP VIA VARIOUS TECHNOLOGIES

The World Wide Web

The TIP is found on the DVRPC website. You can easily search for the FY2019 TIP for Pennsylvania, as well as the current FY2017 TIP, and previous TIPs. The website includes an interactive method for displaying maps and project listings, as well as a way to submit comments during the public comment period. Using Google Maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code



DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open up directly to the DVRPC TIP webpage. The DVRPC TIP QR Code symbol is shown here.

Scan the QR code with your smartphone for up-to-date information on DVRPC's TIP, or visit www.dvrpc.org/TIP.

DVRPC Resource Center and Public Libraries

Hardcopies of the Draft TIP are still available at various public libraries listed in Table 1: in this document and at the DVRPC Resource Center located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106.

WHAT IS 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, currently the FAST Act. The list is multimodal; 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 schedules 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.

Table 1: Libraries Displaying the Draft DVRPC FY2019 TIP for Pennsylvania

Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. De Rodriguez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Doylestown District Center Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073
Chester County Library 450 Exton Square Parkway Exton, PA 19341	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Library for the Blind & Physically Handicapped 1500 Spring Garden Street, Suite 230 Philadelphia, PA 19130		

Source: DVRPC, 2018

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered “Later Fiscal Year” (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1 of a

given year and ends on September 30 of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

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) included as Appendix E in this document.

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, or additional funding to the region must be identified. 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 Appendix B in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding for 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 timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from six to nine months prior to the beginning of the first FY of the TIP period. Projects quite often cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee 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 and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state governments want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its 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 that helps direct transportation and land use decisions over a minimum 20-year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the Long-Range Plan, projects that add capacity for single-occupancy vehicles (SOVs) must meet further federal requirements in an air quality non-attainment region, such as the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, visit www.dvrpc.org/LongRangePlan.

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 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 projects in the DVRPC FY2019 TIP for Pennsylvania are a subset of the regionally significant projects contained in the *Connections 2045: Plan for Greater Philadelphia* Long-Range Plan.

The TIP and the Plan are tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), carbon monoxide (CO), and fine particulate matter (PM_{2.5}) emissions are less than any applicable budgets or baseline established for all analysis years. The Executive Summary of the Documentation of the Conformity Finding is included as Appendix G in the Addendum. A complete description of the conformity procedures can be found in the *Connections 2045: Plan for Greater Philadelphia* Long-Range Plan and on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

How Is the TIP Funded?

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

Who Are the Players?

Various 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 DVRPC.

WHAT IS THE TIMELINE TO DEVELOP THE TIP?

The TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by PennDOT; SEPTA; PART; Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO); DVRPC staff; FHWA; and representatives of DVRPC city and county member governments, which constitute the DVRPC PA TIP Subcommittee. For the DVRPC FY2019 TIP, the process commenced during the fall of 2017 with the review of costs and schedules of current FY2017 TIP projects. By March 2018, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 12 years (FY2019–2030) and based on feedback from the PA TIP Subcommittee. At the end of March 2018 the Subcommittee arrived at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity (see page 55 for further explanation of the conformity process). DVRPC opened a 30+-day public comment

period, in which the draft document was shared with the public for feedback. The DVRPC Board is the final decision-making body of the MPO, and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with a List of Recommended Changes) in June 2018. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which was then submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners formally approved the PennDOT FY2019 STIP, and the new DVRPC TIP and PennDOT STIP became effective on October 1, 2018 and have replaced the DVRPC FY2017 TIP and PennDOT FY2017 STIP.

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 precede 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 its own lists of projects and priorities, they are brought to DVRPC, where the Regional Technical Committee (RTC) reviews them. The RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to ensure consistency among projects and with the region's goals. The RTC is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, and 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 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 Is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state department of transportation (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 in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally “authorized” or “obligated”) 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.

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 agency managers are 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.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC’s policies and plans. To this end, an online commenting feature is available for Board action items, or any other general questions or concerns. The Commission’s website provides a wide array of information and interactive mapping. Materials are available as hardcopies at DVRPC’s Resource Center, as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups had the opportunity to comment on the Draft DVRPC TIP for Pennsylvania before it was officially adopted by the DVRPC Board. At a minimum, DVRPC conducted a 30+-day public comment period and held one open-house meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FY2019 TIP were available online and at the DVRPC Resource Center, as well as various public libraries listed in Table 1:. The Draft TIP document was also viewable on DVRPC’s website at www.dvrpc.org/TIP/Draft.

After the TIP is adopted and approved, monthly maintenance of the TIP, known as “TIP Actions” (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the course of the federal fiscal year. The modification process is in place to assist this effort to provide necessary funding for projects that show in the TIP. The MOU in Appendix C of the TIP specifies different types of amendments and modifications that would require DVRPC, PennDOT, SEPTA and/or federal approvals. All TIP documents (Adopted/Current, and Prior-Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC’s website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/BOARD.

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CHAPTER 2:

PROGRAM SUMMARIES

The DVRPC FY2019 TIP for Pennsylvania contains more than 400 projects (including the Interstate Management Program), totaling over \$5.5 billion for the phases to be advanced during the next four years, an average close to \$1.4 billion per year. Programmed funds include over \$2 billion for projects primarily addressing the non-Interstate Highway System, and over \$600 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of close to \$2.7 billion. Additionally, there is a Transit Program for SEPTA, Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals almost \$2.9 billion. Table 2 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania Statewide Interstate Management Program funding for the DVRPC region. Tables 3 and 4 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the highway and transit program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019– 2022)
Highway Program					
Bucks County	70,102	42,763	65,423	56,063	234,351
Chester County	83,496	94,470	58,435	58,170	294,571
Delaware County	74,205	58,955	32,190	64,772	230,122
Montgomery County	116,407	125,108	135,701	89,886	467,102
Philadelphia County	116,788	111,345	141,237	171,416	540,786
Various Counties	66,081	82,261	81,535	83,394	313,271
Regional Highway Program	527,079	514,902	514,521	523,701	2,080,203
Interstate—Delaware County	8,500	1,000	1,550	1,000	12,050
Interstate—Montgomery County	0	1,000	13,980	21,235	36,215
Interstate—Philadelphia County	91,268	130,829	194,007	135,642	551,746
Interstate Program Subtotal	99,768	132,829	209,537	157,877	600,011
Regional Highway and Interstate Program Subtotal Cost	626,847	647,731	724,058	681,578	2,680,214
Transit Program					
PennDOT BPT	55,000	0	0	0	55,000
PART	2,061	2,098	2,781	2,027	8,967
SEPTA	776,786	738,136	693,303	613,285	2,821,510
Transit Program Subtotal Cost	833,847	740,234	696,084	615,312	2,885,477
Grand Total Cost of TIP	1,460,694	1,387,965	1,420,142	1,296,890	5,565,961

Source: DVRPC, 2018

Table 3: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019– 2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
HIGHWAY PROGRAM								
Bridge State	53,378	52,086	52,633	52,069	210,166	208,269	208,258	416,527
Bridge State— Interstate	2,460	2,214	2,050	2,050	8,774	6,150	0	6,150
Highway State	54,268	59,666	63,359	69,410	246,703	277,632	277,621	555,253
Highway State— Interstate	10,512	11,044	7,949	7,324	36,829	24,709	5000	29,709
Bridge Off	11,670	11,670	11,670	11,670	46,680	46,680	46,680	93,360
CAQ	31,475	32,289	36,881	36,881	137,526	147,524	147,524	295,048
e581	1,200	0	0	0	1,200	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
Green Light—Go	0	0	11	0	11	161	0	161
HCB	63	997	0	0	1,060	0	0	0
HSIP	13,743	14,253	14,253	14,253	56,502	57,012	57,102	114,024
LOC	11,805	19,085	22,017	34,747	87,654	44,719	5,733	50,452
NFP	0	0	61,099	0	61,099	61,099	122,198	183,297
NHPP	140,077	145,014	144,990	144,965	575,046	579,860	579,860	1,159,720
NHPP—Interstate	78,796	118,571	123,909	127,268	448,544	567,629	812,994	1,380,623
Other	4,500	500	0	0	5,000	21,000	0	21,000
RRX	697	1,068	67	1,003	2,835	0	0	0
sHSIP	12,382	7,616	8,674	0	28,672	0	0	0
SPK-NHPP	23,000	24,000	23,980	33,235	104,215	159,025	60,000	219,025
SPK-STP	9,086	6,060	17,280	17,270	49,696	104,000	0	104,000
SRTSF	8,594	1,000	0	0	9,594	0	0	0
STP	26,660	27,151	27,141	27,132	108,084	108,528	108,528	217,056
STU	73,071	76,160	76,160	76,160	301,551	304,640	304,640	609,280
SXF	21,110	563	3,968	174	25,815	95	0	95
TAP	17,285	3,709	0	0	20,994	0	0	0
TAU	3,932	3,932	3,932	3,932	15,728	15,728	15,728	31,456
TIGER	0	12,000	0	0	12,000	0	0	0
Toll	0	0	0	0	0	0	0	0
TPK	0	0	4,952	4,952	9,904	4,952	0	4,952
Highway Subtotal	626,847	647,731	724,058	681,578	2,680,214	2,807,744	2,820,108	5,627,852

Source: DVRPC, 2018

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 55. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

TABLE 4: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
TRANSIT PROGRAM								
1513	1,150	1,150	1,150	1,150	4,600	0	0	0
1514	319,391	328,330	328,577	340,912	1,317,210	1,363,630	1,401,030	2,764,660
1517	50	50	50	0	150	0	0	0
341	11,000	0	0	0	11,000	0	0	0
5307	124,399	109,124	109,781	109,096	452,400	433,288	433,288	866,576
5337	147,375	123,463	123,463	123,463	517,764	493,852	493,852	987,704
5339	7,506	7,705	7,705	7,705	30,621	30,820	30,820	61,640
LOC	20,892	20,931	20,961	20,928	83,712	83,308	83,270	166,578
Other	169,995	125,001	80,004	0	375,000	0	0	0
PTAF 44	32,089	24,480	24,393	12,058	93,020	48,249	10,850	59,099
Transit Subtotal	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257

Source: DVRPC, 2018

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 55. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

Table 5: Grand Total Highway and Transit Program

Program	FY2019	FY2020	FY2021	FY2022	4-Year Total (FY2019–2022)	LFY 2023–2026	LFY 2027–2030	Total LFYs 2023–2030
GRAND TOTAL COST: FOUR-YEAR HIGHWAY AND TRANSIT PROGRAM								
Highway	626,847	647,731	724,058	681,578	2,680,214	2,807,744	2,820,108	5,627,852
Transit	833,847	740,234	696,084	615,312	2,885,477	2,453,147	2,453,110	4,906,257
DVRPC Total	1,460,694	1,387,965	1,420,142	1,296,890	5,565,691	5,260,891	5,273,218	10,534,109

Source: DVRPC, 2018

Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

Source: DVRPC, 2018

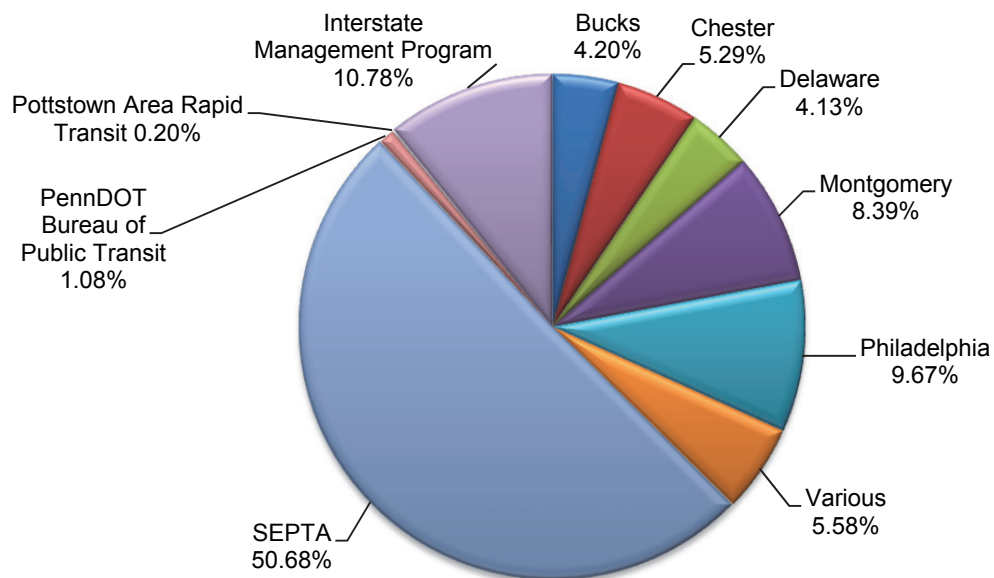
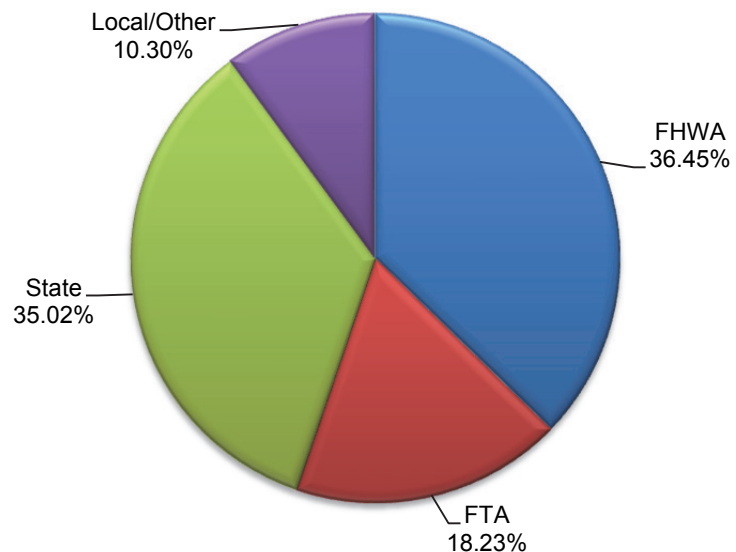


Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)

Source: DVRPC, 2018



PENNSYLVANIA ACT 89 AND FUNDING TO THE REGION

Act 89 of 2013 is the state of Pennsylvania's transportation funding bill that provides much-needed funding for the state's roads and bridges and transit systems. Act 89 was enacted to generate an additional \$2.3 billion annually by the fifth year of the program for the Commonwealth's highway, bridge, public transit, local government, port, aviation, and other intermodal infrastructure systems. Act 89 of 2013 eliminated the state retail gas tax paid at the pump starting January 1, 2014, and replaced it with an equivalent increase in the Oil Company Franchise Tax (OCFT). It also removed the cap on the OCFT in thirds over five years. The majority of the Act 89 funding is distributed as state highway funding (in addition to state bridge funding); however, state highway funds are flexible in use and can be used on a variety of infrastructure, including bridges if necessary. PennDOT is responsible for the third highest number of bridges in the nation and has high need in reducing the number of structurally deficient bridges. In the DVRPC region, SEPTA is fortunate to benefit from 69.4 percent of the total statewide Asset Improvement funds via Act 89.

Regarding funding for the Statewide Interstate Management Program (IMP), which is managed statewide, PennDOT's Financial Guidance (Appendix B) indicates that \$1,816,922,000 would be distributed (statewide) to projects in the IMP, over the four years FY2019 to FY2022, for an average of \$454,530,500 per year. Included in the \$1,816,922,000 funding for the IMP is \$238,286,000 of National Highway Freight Program (NHFP) funding. The IMP amount was increased from the last FY2017 STIP by \$65,765,000 per year due to critical needs on the interstate program. For projects programmed during the FY2019 to FY2022 time period, \$555,246,000, or 31 percent of IMP funds, have been distributed to the DVRPC region. This includes \$61,099,000 NHFP funds being distributed to the DVRPC region. In addition, \$44,765,000 in SPIKE discretionary funding is also being directed to interstate projects in the DVRPC region, for a total of \$600,011,000 from statewide funding for DVRPC interstate projects.

In addition to funds provided by the IMP, and according to the PennDOT Financial Guidance, which establishes base funding levels for the highway and transit programs, the DVRPC region receives over 25 percent (\$1,696,100,000) of the \$6.6 billion in federal and state resources from the formula highway funds distributed to MPOs and RPOs in the state, and 62 percent (\$2,459,675,000) of \$3.9 billion in federal and state resources for the Transit Program. Overall, 39.6 percent (\$4,155,775,000) of \$10.5 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY2019 to FY2022) of the STIP is allocated to the DVRPC region. For details, see PennDOT's Financial Guidance in Appendix B of this document, which reflects the region's core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC Draft TIP, as seen in Table 2:, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves.

SEPTA CAPITAL FINANCING

The transit portion of the Draft DVRPC FY2019 TIP for Pennsylvania includes \$375 million of capital financing designated by fund code "OTH" or "Other." Approximately \$150 million of these funds will be provided through the Employment Based Immigration - 5th Preference (EB-

5) program while SEPTA anticipates utilizing a combination of other short- and long-term financing tools to provide the balance of capital financing (\$225 million).

The EB-5 visa program was created by the United States Congress in 1990 to stimulate the U.S. economy through job creation and capital investment by foreign investors. In 1992, Congress created the Immigrant Investor Program, also known as the Regional Center Program, which sets aside EB-5 visas for participants who invest in commercial enterprises associated with regional centers approved by the United States Citizenship and Immigration Services (USCIS) based on proposals for promoting economic growth.

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC), pursuant to the EB-5 Program. The loan is being made available to SEPTA over a period of several years and may provide up to \$300 million to partially fund capital projects identified in Table 6: below. The loan comprises a 5-year interest-only period with an option that provides SEPTA the ability to extend the loan for an additional period of 20 years. There are currently \$190 million of outstanding borrowings under this loan agreement.

The aforementioned short and long-term capital financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Funding will support the projects listed below depending upon cash flow requirements. There are currently no outstanding obligations and the actual amount of borrowing is subject to change.

The funding allocations programmed in the TIP are current estimates of how the funding will be used, but is subject to change as these projects advance. The 5-year interest-only EB-5 loan includes an option that allows SEPTA to repay the loan with cash, or through the issuance of municipal bonds.

For the FY2019 TIP, SEPTA has assumed EB-5 loan repayment with municipal bonds with a 20-year amortization of principal and using a mix of State and Federal funding to repay the planned short/long term capital financing. The debt service for these loans is included in MPMS #60275.

FINANCIAL CONSTRAINT

Toward the beginning of each TIP update, the state DOT develops estimated resources or "financial guidance" for use by DVRPC and the other MPOs and Rural Planning Organizations (RPOs). The financial guidance establishes highway and transit funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance describes how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

The DVRPC FY2019 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FY2019–2022) constrained period of the TIP. Project phases appear in these LFYs because it may take several years before the phase can advance due to either the technical effort that needs to be completed or the funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FY2023–2030) do not technically have available or committed funding and cannot be federally authorized since they

Table 6: SEPTA's Loan Funded Projects

MPMS #	Project	FY2019	FY2020	FY2021	Total
60335	City Hall/15th Street Stations Rehabilitation ¹	\$6,660,000	\$8,000,000	\$5,332,000	\$19,992,000
60636	Elwyn to Wawa Rail Restoration ²	\$21,460,000	\$47,590,000	\$0	\$69,050,000
60638	Regional Rail Car, Locomotive, and Trolley Acquisition ³	\$67,590,000	\$7,560,000	\$0	\$75,150,000
60651	Substations and Power Improvements ⁴	\$20,560,000	\$34,936,000	\$0	\$55,496,000
102569	Maintenance & Transportation Facilities— Frazer Yard Expansion ⁵	\$33,730,000	\$10,000,000	\$0	\$43,730,000
90512	Bus Purchase Program ⁶	\$19,995,000	\$16,915,000	\$74,672,000	\$111,582,000
Total		\$169,995,000	\$125,001,000	\$80,004,000	\$375,000,000

Source: DVRPC, 2018

fall outside of the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and

¹EB-5 Loan and/or short/long term Capital Financing Tolls may be used.

²EB-5 Loan and/or short/long term Capital Financing Tolls may be used.

³EB-5 Loan and/or short/long term Capital Financing Tolls may be used.

⁴EB-5 Loan and/or short/long term Capital Financing Tolls may be used.

⁵EB-5 Loan and/or short/long term Capital Financing Tolls may be used.

⁶Only short/long term Capital Financing Tools may be used.

timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the FY2019 TIP does show a financially constrained 12-year program from FY2019–2030, using assumptions of funding levels that are currently available.

The Interstate Management Program (IMP), as part of the Pennsylvania STIP, was created to proactively address the maintenance and reconstruction of the state’s aging Interstate infrastructure. An average of \$454 million per year (FY2019–2022) will be used statewide, utilizing all federal National Highway Performance Program Funds that these miles/bridges represent, plus the appropriate state match. Those funds have been removed from what was previously allocated to the various regions throughout the state but which are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 29 IMP projects in the region, totaling over \$600 million, which are included in the IMP over the four years FY2019–2022. Those highway projects, for I-95 in the City of Philadelphia, I-76 in Montgomery County, and the I-95/322 interchange in Delaware County are listed in a separate IMP section of the TIP document.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis, showing the agency is capable of maintaining its existing operations, as well as taking on the new capital projects and new services.

SEPTA certifies annually to its financial capacity as part of the FTA Certifications and Assurances. In addition, the FTA conducts triennial reviews of SEPTA’s compliance in 17 different areas, including Financial Management and Financial Capacity. The final report for the 2017 Triennial Review for SEPTA found no deficiencies with FTA requirements for Financial Management and Financial Capacity. This documentation is on file at the transit operators, as well as with the FTA. In addition, the complete and updated SEPTA Financial Capacity Analysis is included in this document (see Appendix F).

PROJECT SELECTION AND EVALUATION PROCESS

The DVRPC TIP project selection process is consensus based, in combination with TIP project selection criteria that incorporate performance-based measures for new projects (see Appendix D for details on the TIP Project Benefit Criteria that addresses the FAST Act requirements and will further link to the goals of DVRPC’s Long-Range Plan). At the beginning of the TIP update all project costs and schedules of existing projects were updated by PennDOT project managers and stakeholder Subcommittee members. Subcommittee members reviewed projects and identified highest priorities. A series of Subcommittee meetings were held, during which costs and schedules were further reviewed and concerns were vetted and negotiated. New projects were evaluated using performance-based measures. A 12-year constrained programming horizon was developed for both the highway and transit programs. A constrained draft program was put out for a 30+-day public comment period, and the program, with recommended changes, was adopted by the DVRPC Board on June 28, 2018.

The DVRPC TIP Project Benefit Criteria proactively position the region to address the FAST Act requirements and further link to the goals of the DVRPC Long-Range Plan. This effort considered

all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects, and ultimately it establishes universal benefit criteria that can be used to evaluate both highway and transit projects, as well as projects in both the DVRPC Pennsylvania and New Jersey counties. For specific, large-scale, major regional Long-Range Plan projects or those using special fund categories, more specific project evaluation criteria will continue to be used. It is also important to note that the benefit criteria analysis is only one consideration in ultimate project selection. Local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and even working to ensure a variety of project types are all factors that play into consensus-based TIP project selection.

Only new TIP candidate projects went through the benefit evaluation process. Highway funded projects are also screened via PennDOT's new initiative, *PennDOT Connects* which can identify project readiness, community support, potential historic preservation, cultural resource, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. See *PennDOT Connects* Policy at <http://www.penndot.gov/ProjectAndPrograms/Planning/Documents/PennDOTConnects/PennDOT%20Connects%20Policy%20Statement.pdf>. Transit agencies have screened projects internally before submitting them for inclusion into the TIP.

The following universal project benefit criteria have been established for the TIP:

- **Facility/Asset Condition (19 percent)**—project brings a facility or asset into a state of good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating;
- **Safety (17 percent)**—safety critical for transit, high-crash road location or incorporates an FHWA-proven safety countermeasure;
- **Reduce Congestion (15 percent)**—location in the CMP congested corridors or appropriate everywhere CMP strategy, annual average daily traffic per lane, and daily transit riders per daily seats;
- **Invest in Centers (13 percent)**—location in a *Connections 2045* Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key Centers;
- **Facility/Asset Use (11 percent)**—daily vehicle miles traveled, truck volume, and transit ridership;
- **Economic Competitiveness (8 percent)**—reduced operating/maintenance costs, or part of an economic development or transit-oriented development project;
- **Multimodal Bicycle/Pedestrian (7 percent)**—bicyclists and pedestrians using the facility, new trails, sidewalks, or bike trails, and connections to other multimodal facilities;
- **Environmental Justice (5 percent)**—benefits high “Indicators of Potential Disadvantage” (IPD; previously known as “Degrees of Disadvantage” or “DOD”) communities; and
- **Air Quality/Green Design (5 percent)**—stresses air quality benefits and incorporates environmentally friendly principals.

THE LONG-RANGE PLAN AND INVESTING IN THE REGION'S PLANNING CENTERS

The Delaware Valley region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. *Connections 2045: Plan for Greater Philadelphia*, the region's Long-Range Plan, serves as a blueprint for the prioritization and funding of capital transportation investments for the region. The Plan has been developed through a comprehensive, cooperative, continuing, coordinated, and compatible process. It incorporates the 10 key planning factors contained in the federal transportation planning regulations. Those factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing system.
- Improve the resiliency and reliability of the transportation system, and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into seven Center types as part of the development of *Connections 2045: Plan for Greater Philadelphia*. Those seven areas are Metropolitan Centers (Center City, University City, Camden Central Business District); Metropolitan Subcenters, which reflects their magnitude of jobs and commercial activity; Suburban Centers, which are larger geographical areas that may be represented by a developed corridor and can cross municipal boundaries, and are defined as primarily single-use districts, such as office, retail, professional, and light industrial; Town Centers, which have a mixture of high-density residential and commercial land use that also display a unique history and sense of place, and are often identifiable by a thriving downtown or main street that is pedestrian friendly and transit oriented; Rural Centers, which, like Town Centers, have a mix of land uses, a higher density than the surrounding area, and often an identifiable smaller-scale downtown or main street; Planned Centers, which are newly constructed Town-Center-type developments, usually built by a single developer, on greenfield sites within Growing Suburbs or Rural Areas and also found in Developed Communities through redevelopment on greyfields, often calling for traditional neighborhood development and incorporating a mix of uses at higher density that support transit and walkability; and Neighborhood Centers, which are recognizable places with a mix of commercial, retail, anchor institutional, and residential activities, which have an

identifiable main street or focal point, are walkable, and have a unique history or sense of a community within the larger city setting.

As the implementation tool of the Long-Range Plan, the TIP funds a variety of projects that address the transportation needs of all seven categories of Planning Centers, and all 10 planning factors. Planning Centers for all Pennsylvania TIP projects are included on each project listing in the DVRPC FY2019 TIP document for Pennsylvania. A more complete discussion and illustration of Planning Centers can be found in the *Connections 2045: Plan for Greater Philadelphia* Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan.

CONGESTION MANAGEMENT PROCESS

CMP is a systematic and ongoing process for managing roadway congestion throughout a region. It uses measures to analyze the regional multimodal transportation system, defines and prioritizes congested corridor areas, and develops a set of strategies to minimize congestion and improve the mobility of people and goods to get to their destination. These strategies include, but are not limited to, operational improvements such as coordinating traffic signals; transportation demand management approaches like carpool/van pool programs; and transit improvements such as constructing passenger intermodal centers or expanding parking lots. Where new roadway capacity is necessary, consideration should be given to a range of multimodal strategies to improve mobility. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the (TIP). In coordination with other management systems, the CMP serves the following purposes:

- It provides information for the TIP update on where the most appropriate CMP subcorridor areas to invest given limited available dollars.
- It provides a range of multimodal supplemental strategies for reducing travel demand and getting the most value from an investment.
- It helps with reviewing and prioritizing regional study and development proposals, and selecting DVRPC corridor study locations.

The CMP is used to review all new or modified TIP projects funded by federal or state dollars where Major SOV capacity is proposed. Project managers are encouraged to contact DVRPC early in the planning phases for the most effective coordination to check whether project development alternatives are consistent with the CMP and Long-Range Plan. This is in line with the *PennDOT Connects* approach through collaborative planning efforts.

Projects on the TIP with a “Major SOV Capacity” category refer to ones that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This category is updated in part, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in air quality nonexempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help in generating the most long-term positive effect possible given available funding.

The CMP completes its planning process cycle by evaluating the effectiveness of transportation improvements to help guide recommendations for future appropriate CMP strategies. It then

starts its planning process over again on approximately a three-year cycle. Further information about the CMP can be obtained from the DVRPC resource center or on DVRPC's website at www.dvrpc.org/CongestionManagement.

GOODS MOVEMENT AND ECONOMIC DEVELOPMENT

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. 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-Camden-Trenton region as an international Freight Center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects. The FAST Act created a new National Highway Freight Program (NHFP), funded at an average of \$1.2 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding.

The FAST Act directs the FHWA Administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. As of December 31, 2013, these portions amounted to approximately 9,511 centerline miles of Interstate, nationwide. This number and the total mileage of the NHFN will fluctuate with additions (including conversions of State routes) and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors:** These are public roads not in an urbanized area, to be designated by the states, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors:** These are public roads in urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

As of July 2017, a new competitive federal grant for freight, the Infrastructure for Rebuilding America (INFRA) discretionary grant program, replaced the FASTLANE grant program that was

newly authorized under the FAST Act's Nationally Significant Freight and Highway Projects program. INFRA will continue to fund critical freight and highway projects across the country. The INFRA program will make approximately \$1.5 billion available for its first round of awards to help rebuild, repair, and revitalize infrastructure. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. Visit www.transportation.gov/buildamerica/infragrants for further information about the new INFRA program.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers the web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder illustrates 20 types of freight infrastructure and facilities and includes several tools highlighting key indicators of freight activity in the region. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Planning Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 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 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 primary freight corridors and industrial centers.

TOLL AUTHORITY HIGHWAY, TRANSIT, AND PORT-RELATED PROJECTS

The toll authorities with facilities in the Pennsylvania portion of this region (Pennsylvania Turnpike Commission, DRPA/PATCO, Delaware River Joint Toll Bridge Commission, etc.) undertake numerous significant highway and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects in order to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed, along with their associated costs, in Table 8:.

SPECIAL PROGRAMS

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their own set of evaluation criteria specific to the funding source and goal of the program. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Set-Aside Program (TA), which includes the Safe Routes to School program.

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality (CMAQ) program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act. 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 public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, and projects that will reduce idling emissions and diesel engine retrofits. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee of the Regional Technical Committee evaluates the projects and makes recommendations to the Board for final selection. In July 2016, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 17 projects, in the amount of \$21 million, for funding in the DVRPC Pennsylvania counties. DVRPC expects to open another Competitive PA CMAQ Program round in FY2019. For more information about the CMAQ Program, please visit www.dvrpc.org/cmaq.

Transportation Alternatives Set-Aside Program (TA)

The FAST Act's Surface Transportation Block Grant sets aside funding for the continuation of Transportation Alternatives (TA), which was established under MAP-21 as an amalgamation of the previous authorization's Transportation Enhancements, Recreational Trails (REC TRAILS), and Safe Routes to School programs. Eligibility requirements of these programs have remained largely the same. Not only is there a statewide TA allocation, but there is also a direct allocation of TA funds to urbanized areas with populations greater than 200,000, and all TA funds must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation.

TA projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety

Table 7: Supporting Projects that Facilitate Goods Movement and Economic Development

Benefits	Project MPMS #	County
Advances Safety and Security		
Railroad/Highway Grade Crossings	Statewide	Various
Balances Freight Operational Needs with Community Goals		
Bridgewater Road Extension	79329	Delaware
Improves the Environment		
DVRPC Competitive CMAQ Program	48201	Various
Eliminates Bottlenecks/Reduces Congestion, Upgrades Bridges, and Improves Intersections		
US 1, Baltimore Pike Widening	14541	Chester
Maintains Primary Truck Routes, Highways of Regional Significance, and Pavement		
I-95 Reconstruction	17821, 47811, 47812, 47813, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 83640, 103557, 103558, 103559, 103560, 103561, 103562	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
I-476, MacDade Boulevard Ramp Improvements	70228	Delaware
Maximizes Freight Railroads		
Hulmeville Avenue Bridge Over Conrail	13606	Bucks
Promotes the Growth of Central Business Districts, Commerce, and Tourism		
PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	66952	Montgomery
Speeds the Delivery of Goods and Modernizes Communications		
I-76 Integrated Corridor Management	106662	Montgomery
Improves NHS Intermodal Connectors and Serves Ports, Airports, Freight Centers, and/or Manufacturing Sites		
PA 291 Drainage Improvement	99668	Delaware

Source: DVRPC, 2018

Table 8: Toll Authority Projects

PROJECT	SCHEDULE (YEARS)	COST (IN MILLIONS)
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION		
Scudder Falls Bridge Replacement Project	2019–2022	\$249.4
Trenton-Morrisville Toll Bridge All Electronic Tolling	2022	\$8.6
Washington Crossing Toll-Supported Bridge Replacement	2019–2022	\$6.1
DRPA/PATCO		
Benjamin Franklin Bridge—Replace Moveable Barrier	2015–2019	\$7.2
Benjamin Franklin Bridge—Masonry Rehabilitation	2017–2020	\$5.8
Benjamin Franklin Bridge—Bridge Deck Resurfacing	2018–2021	\$32.0
Ben Franklin Bridge – Suspension Cable Dehumidification	2017–2021	\$30.0
Ben Franklin Bridge – Maintenance Painting and Steel repairs	2017–2022	\$47.0
Commodore Barry Bridge—Deleading and Repainting	2015–2021	\$100.0
Commodore Barry Bridge—Structural Rehabilitation, Phase II	2016–2021	\$14.0
Walt Whitman Bridge—Deleading and Repainting, Phase 3 (Suspended Span, Towers and Anchorage)	2015–2019	\$72.0
Walt Whitman Bridge—NJ Approach Spans Painting	2018–2021	\$16.0
Walt Whitman bridge—Anchorage Preservation	2018–2021	\$6.0
PATCO—Rehabilitation of Track Structure on Viaduct at Westmont	2015–2018	\$14.5
PATCO—PATCO Hall and Way Interlocking Rehabilitation	2015–2019	\$9.0
PATCO—PATCO Interlocking and Track Rehabilitation Phase II	2018–2021	\$16.4
PATCO—Rehabilitation of PATCO Fleet	2011–2019	\$194.0
PATCO—Install Elevators in Remaining PATCO Stations	2015–2021	\$35.0
PATCO—Lindenwold Yard Track Rehabilitation and Lindenwold Viaduct	2015–2021	\$48.5
PATCO—Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation	2015–2020	\$8.5
PATCO—Replace Electrical Cables in Subways	2017–2021	\$9.5

Source: DVRPC, 2018

Table 8: Toll Authority Projects (cont.)

PROJECT	SCHEDULE (YEARS)	COST (IN MILLIONS)
Pennsylvania Turnpike Commission		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP. 319-326	TBD	\$260.0
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-316	Design Ends 2020 Construction Ends 2023	\$85.0
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 316-319	Design Ends 2023 Construction Ends 2026	\$90.0
I-76, Roadway and Bridge Reconstruction, Morgantown to Downingtown, MP 298-312. Preliminary design stage, this 15 +/- mile segment to be divided into 3 projects with first project anticipated to begin construction in 2022.	Design Started Construction TBD	\$350.0
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown - Construction of MP A31 to MP A38 given notice to proceed 12/04/2017 with 06/18/2021 completion date - Construction of MP A38 to MP A44 anticipated to be bid in fall of 2020	Design ends 2019 Construction Ends 2022	\$350.0
PA Turnpike/I-95 Interchange Project–Stage 1	Design Ended 2015 Construction Stage 1 Ends 2018	\$430.0
PA Turnpike/I-95 Interchange Project–Stage 2—New Falls Road Bridge Replacement	Design Ends 2019 Construction Ends 2021	\$10.0
PA Turnpike/I-95 Interchange Project–Stage 3—Build new Del River Bridge to carry both North & South I-95 with subsequent removal of existing bridge	Design Begins 2020 Construction Begins 2026	Not Available

Source: DVRPC, 2018

and mobility among others. The FAST Act apportions \$3,932,000 TA funds annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round of three years' worth of MPO funding occurred in the fall of 2017, with final project selections in the winter of 2018. Even though the FAST Act is only a five-year authorization, funds are shown in all 12 years of the TIP in anticipation of continuing resolutions or a new reauthorization. For the DVRPC regional funding, priority is given to the following project types: Bicycle and Pedestrian Facilities; Conversion of Abandoned Railway Corridors to Trails; and Stormwater Management. During the regional TA selection rounds, the five DVRPC Pennsylvania counties are involved in project evaluation and formulating recommendations for the DVRPC Board. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected. In addition to the regional MPO funding, there is a Statewide TA program, administered by PennDOT, totaling approximately \$55,000,000 (also three years' worth of funding), for which sponsors across the state applied. The DVRPC region was awarded 25 projects at a cost of approximately \$20.6 million.

To provide for the continuation of REC TRAILS projects, the FAST Act builds on MAP-21 and directs each state to set aside a portion of its TA funds for projects relating to recreational trails, unless a state exercises the "opt out" option. In Pennsylvania, the program will continue and will be administered by the Department of Conservation and Natural Resources. Guidance for the REC TRAILS Program remains relatively unchanged from MAP-21.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities and non-profit organizations to complete The Circuit, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit Trail system takes advantage of the many opportunities to build and connect trails across the region, which is a product of the area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools and institutions, free from motorized traffic. For more information about the Regional Trails Program or The Circuit, visit www.dvrpc.org/Trails/RegionalTrailsProgram or circuittrails.org.

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CHAPTER 3:

RESPONDING TO ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI CONCERNS

The TIP, as the agreed-upon list of priority projects for the region, serves to manage funding, improvement, and expansion of the region's transportation system, a system that affects every resident of the Delaware Valley. As the region's MPO, DVRPC is mandated to ensure nondiscrimination in all its programs and projects, including the TIP, as well as respond to federal guidance on environmental justice (EJ). There are two primary federal non-discrimination guidelines DVRPC's follows in its planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898).

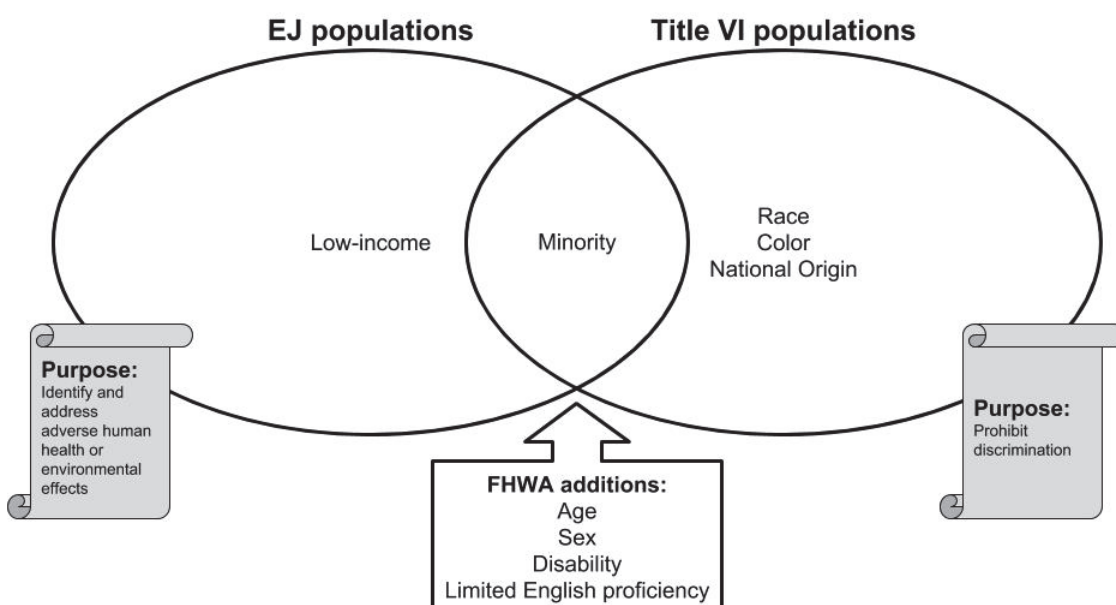
The programming process that DVRPC facilitates is dynamic, complex, and must realistically address diverse needs and requirements in addition to Title VI and EJ considerations. These needs include balancing funds across various areas, such as consistency with the Long-Range Plan vision, goals, and objectives; resource distribution to different geographic areas versus different geographic needs; technical needs versus political realities; competing transportation modes (highway versus transit); capital expansion versus asset preservation needs; varying degrees of agency capacity levels to implement/sponsor a project; the eligibility requirements of various funding sources (e.g. HSIP versus CMAQ) versus the number of project candidates that meet the eligibility requirements versus the level of funding sources that the region expects; and soon, program performance measures, which will also influence how the region's resources are allocated in the TIP to address the needs throughout the region.

WHAT IS EJ AND TITLE VI?

Environmental Justice (EJ) and Title VI are required components in the metropolitan planning process due to legislative and executive actions. The [1994 President's Executive Order 12898 on Environmental Justice](#) ensures that each agency receiving federal financial assistance will make EJ its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." The principle of EJ in transportation ensures that projects, such as highway expansion, do not have a disproportionately negative impact on communities that have historically been isolated from and disregarded in the planning process. [Title VI of the Civil Rights Act of 1964](#), which served as the foundation for the EJ Executive Order, is a non-discrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additional guidance from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability. In the transportation realm, the [U.S. DOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2\(a\)](#) requires that transportation agencies fully consider EJ

principles throughout planning and decision-making processes in the development of programs, policies, and activities. See Figure 3: for the overlap in populations and intent of Title VI and EJ. All transportation agencies must strive to offer the opportunity for people to be meaningfully involved in the development of transportation plans; all persons shall experience an equitable distribution of benefits and costs from transportation projects, programs, and policies; a person or population group should not be denied the benefits of the TIP; and agencies should avoid, minimize, or mitigate disproportionate burdens (high and adverse impacts) resulting from a program or project, especially for minority and low-income populations.

Figure 3: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2018

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ and has designated the Transportation Planning Division and Office of Communications & Engagement to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal guidance, DVRPC has and will continue to conduct the following activities:

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;

- Identify residential, employment, and transportation patterns of low-income and minority populations, so their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work involves the evaluation of Title VI and EJ issues through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment - called Indicators of Potential Disadvantage (IPD) - was significantly revised in 2010 and 2018. The IPD Analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at www.dvrpc.org/webmaps/IPD. For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities please see: www.dvrpc.org/GetInvolved/TitleVI and www.dvrpc.org/Committees/PPTF.

EQUITY ANALYSIS OF THE TIP

DVRPC evaluates the regional TIP in two ways in order to understand if investments are potentially impacting protected population groups and/or communities of concern. Projects are individually evaluated during the project selection process and given an IPD score (Project Selection and Evaluation Process on page 16). After the TIP projects are selected, the entire program of mappable investments is evaluated by census tract, again, using the IPD analysis. This is called Program Evaluation. Not all TIP projects can be mapped due to the scale and nature of the improvement. See Table 11: for a list of all the TIP projects that are not mappable. While a TIP project may not occur in an EJ or Title VI community, disadvantaged and vulnerable populations can still be impacted either positively or negatively by the proposed investment.

A transportation project (or program as a whole) can benefit communities, such as improving existing or adding new transportation infrastructure. Good transportation infrastructure, for instance, can support economic growth and alleviate poverty within a community by providing residents and businesses safer and faster access to essential goods and services and by reducing transportation costs (e.g. travel time, vehicle operating and parking costs). In return, additional job creation, additional tax revenues, business expansion, higher property values, and better air quality can result. Yet the same project (or program) can result in unintended burdens or negative externalities for the same and/or other communities. Improved access and reduced cost per vehicle-mile may make it more difficult for pedestrians to travel and access goods and services, reduce property values, or lower business revenue by exposing them to more competition (e.g. easier for customers to access other businesses that they could not before).

Program Evaluation covered two aspects of the TIP: the number of mappable projects (see TIP Equity Analysis: Location of Projects on page 31) and the amount of proposed investment (see TIP Equity Analysis: Economic Investment on page 34). Although a handful of projects are left out of the analysis due to the inability to be represented geographically (e.g. purchasing materials to retrofit seating in transit cars), utilizing GIS in equity analyses is a best practice for identifying potential impacts to communities of concern by the FTA and FHWA.

Federal regulation requires that the TIP cover a minimum of four federal fiscal years of programming, but the DVRPC TIP demonstrates a longer planning and programming horizon in order to provide better information about expected resources and projects that will advance over time. The FY2019 TIP for PA (FY19-FY22) details the four required fiscal years, and also projects an additional 8 years for a total of 12 years of project programming from FY19-FY30. DVRPC analyzed mappable transportation projects programmed for the next 12 years (FY19 to FY30) with DVRPC's IPD analysis (see TIP Equity Analysis: Location of Projects on page 31). IPD uses a set of nine demographic indicators (population groups identified by Title VI and EJ guidance) to identify the concentrations of communities of concern in each census tract throughout the region (see Methodology of IPD on page 30). For the economic investment portion of the analysis, the 12-year program (FY19 to FY30) is mapped and compared to IPD GIS layers (see TIP Equity Analysis: Economic Investment on page 34).

Unfortunately, TIP projects that cannot be mapped are excluded from overall Program Evaluation. Examples of these projects are MPMS 17891 - RideECO Mass Marketing Efforts and MPMS 96223 - Philadelphia Signal Retiming. In the FY2019 TIP for PA, a total of 258 projects were mappable. A 50-foot buffer was applied to a point or line in order to capture potentially impacted census tracts. There are 67 projects that are not mapped.

Note that EJ and Title VI are also considered early and continuously in the project delivery process before a project is authorized for construction. Local agencies and project sponsors are additionally required to evaluate projects under the National Environmental Policy Act (NEPA) process to address potential environmental impacts of a transportation project.

METHODOLOGY OF IPD

The TIP Selection Process and Program Evaluation use DVRPC's Indicators of Potential Disadvantage (IPD) to analyze projects that can be mapped. There are nine population groups that are currently analyzed via the IPD, all of which have been identified as communities of concern under Title VI and/or EJ:

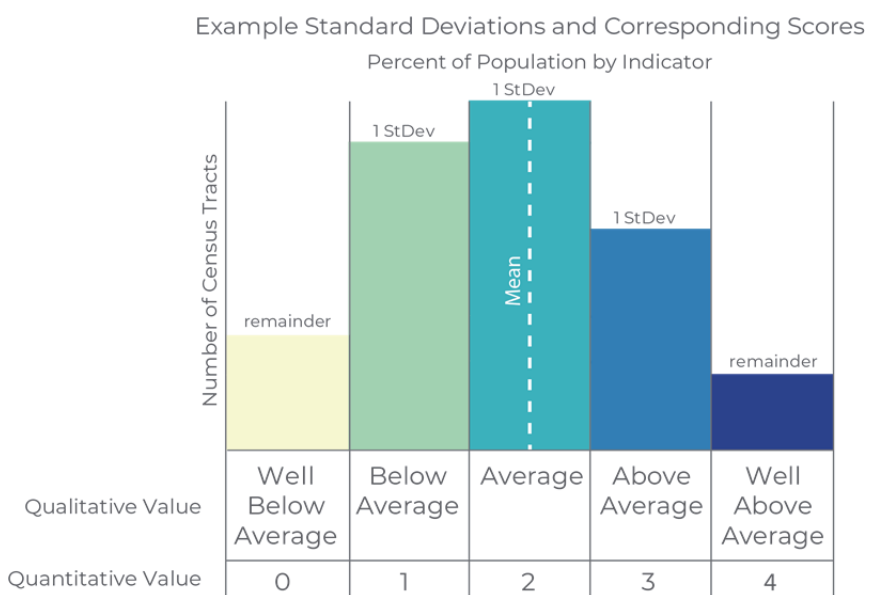
- Youth;
- Older Adults;
- Female;
- Racial Minority;
- Ethnic Minority;
- Foreign Born;
- Persons with Disabilities;
- Limited English Proficiency; and
- Low-Income.

The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above to understand the distribution of FY2019 TIP mappable projects in regards to EJ and Title VI guidance. The distribution of projects may

indicate if communities of concern are experiencing disproportionate impact or possibly being excluded benefits from TIP projects.

The data for each of the indicators in the IPD analysis are split into five “bins”, and a census tract’s “score” is determined by standard deviations relative to an indicator’s regional average: well below average (score of 0); below average (score of 1); average (score of 2); above average (score of 3); and well above average (score of 4) (see Figure B below). A summary score of all nine indicators for each Census tract (ranging from 0-36) is used to show regional concentrations of populations of interest as defined by Title VI and EJ. Please see www.dvrpc.org/webmaps/IPD.

Figure 4: IPD Scoring Methodology



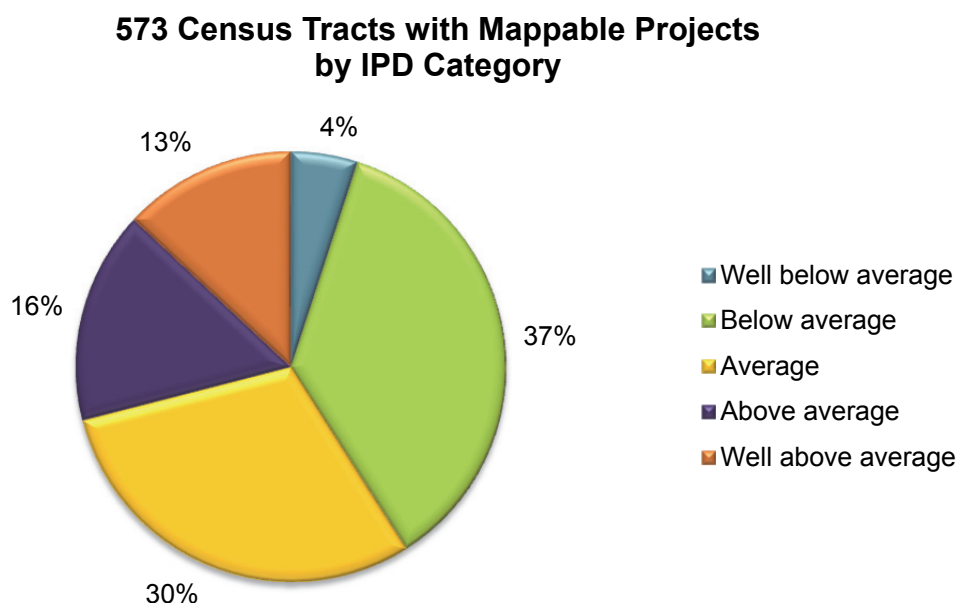
Source: DVRPC 2018

These summary scores are then organized into five categories - from “well below average” to “well above average” - to allow for regional comparisons and evaluation: Well below average (scores from 0 to 11); Below average (scores from 12 to 15); Average (score of 16-19); Above average (scores from 20 to 23); and Well above average (scores from 24 to 36)

TIP EQUITY ANALYSIS: LOCATION OF PROJECTS

To better understand the location of transportation projects and communities of concern, projects were mapped in GIS and compared to the IPD GIS layer. Table 5: is used in the TIP Equity Analysis to understand the total number of census tracts with mappable projects (573 tracts) and how those projects are distributed among the five categories used in the IPD analysis. This figure indicates that a majority (59 percent) of the FY2019 TIP’s mappable projects are located in tracts that have average or higher than average concentrations of communities of concern.

Figure 5: Census Tracts with Mappable Projects in the FY 2019 TIP for PA



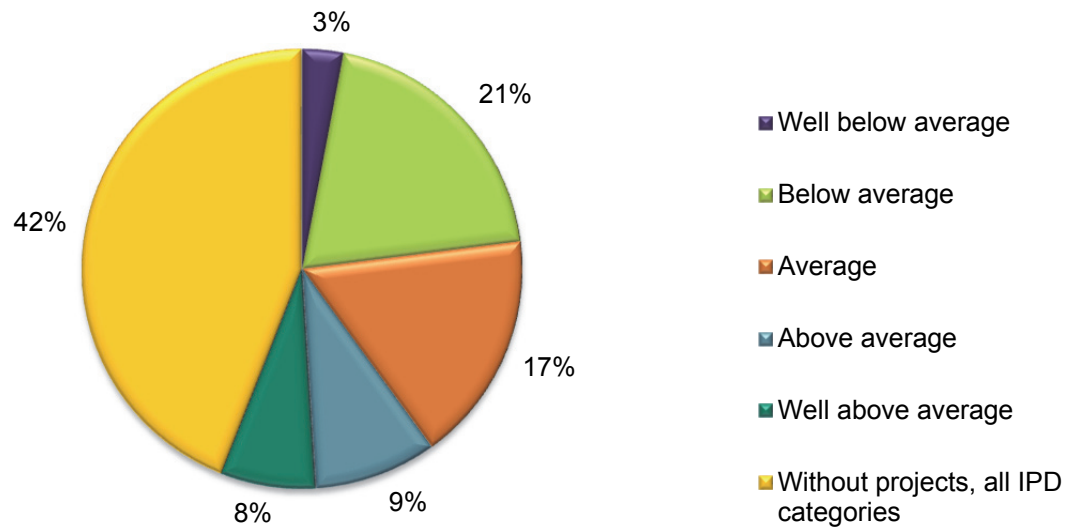
Source: DVRPC 2018

Figure 6: is used in the TIP Equity Analysis to understand how many census tracts in the DVRPC PA region (988 tracts) contain mappable projects (573 tracts) and how those projects are distributed among the five categories used in the IPD analysis. This figure indicates that a majority (58 percent) of census tracts in the DVRPC PA region contain mappable TIP projects.

Table 9: is used in the TIP Equity Analysis to understand the proportion of the total number of census tracts in the DVRPC PA region (988 tracts) that contain TIP mappable projects (573 tracts) and how those projects are distributed among the five categories used in the IPD analysis. This table indicates that a majority of the tracts in each IPD category are being served by mappable TIP projects. All IPD categories have at least 50 percent of the census tracts in the state served by a TIP project.

Figure 6: Census Tracts with Mappable Projects Compared to DVRPC PA Region

573 Census Tracts in Region with Mappable Projects out of Total Census Tracts (988) by IPD Category



Source: DVRPC 2018

Table 9: Location of Projects by Census Tracts

IPD Category (Concentrations of Communities of Concern)	Number of Census Tracts in DVRPC PA region	Highway and Transit Projects over 12-Years (FY19-FY30)	
		Number of Census Tracts with Mappable PA TIP Projects	Percent of IPD Category Tracts With Mappable Projects of FY 2019 PA TIP
Well Below Average (IPD score 0-11)	36	25	69%
Below Average (IPD score 12-15)	340	212	62%
Average (IPD score 16-19)	315	171	54%
Above Average (IPD score 20-23)	181	91	50%
Well Above Average (IPD score 24-36)	116	74	64%
Total	988	573	58%

Number of unmapped projects (not included in analysis): 67

Source: DVRPC 2018

TIP EQUITY ANALYSIS: ECONOMIC INVESTMENT

The same IPD methodology detailed in TIP Equity Analysis: Location of Projects on page 31 is used in this section. Table 10: illustrates the total number of mappable highway and transit projects in the FY2019 TIP (293 projects), the total amount of investment planned for 12 years of funding for the mappable projects (\$8,039,438,000), and how both highway and transit projects are distributed among the five categories of census tracts. If a project touched multiple census tracts with multiple IPD scores, the highest IPD score was assigned to the entire project. DVRPC is not able to assign IPD scores to projects that are unmappable or that are located in census tracts that do not have resident data, so those projects were excluded from the analysis (see full list of unmappable projects in Table 11:). Additionally, projects that will be drawn from line items at the appropriate time for funding authorization are listed as “\$0” in the project financial reports for 12-year funding, and are therefore excluded from the analysis to avoid skewing the data (see full list of Mappable and No Data Projects in Table 12:).

This analysis indicates that the majority of projects (71 percent) and the majority of investment (83 percent) are in areas with average or higher than average concentrations of communities of concern.

BENEFITS AND BURDENS

While transportation infrastructure investments form the backbone of a healthy and prosperous region, their impacts may involve changes to traveler costs, accessibility, community cohesion, air quality, noise, visual quality, etc. that can affect one community more than another. Hence, EJ and Title VI are vital components of creating and evaluating the TIP.

Returning to the transportation context of Environmental Justice and Title VI of the Civil Rights Act of 1964, all people should be treated fairly and offered the opportunity to be meaningfully involved in transportation projects, programs, and policies; no one person or group should be denied the benefits of the TIP based on one’s race, color, or national origin; and MPOs should avoid, minimize, or mitigate disproportionate burdens resulting from a program (or project), especially for minority and low-income populations. The analysis above demonstrates the following findings:

- **Location of Projects:** Of the 573 census tracts in the region that have one or more mappable projects within them, 59 percent of those tracts have average, above average, or well above average IPD scores i.e. higher concentrations of communities of concern. This means that those communities may receive the benefits as well as the potential burdens of the proposed improvements. Title VI, EJ and other nondiscrimination mandates will be important considerations during project development and delivery.
- **Economic Investment:** The majority of mappable projects (71 percent) are located within census tracts with average, above average, or well above average IPD scores. The majority (83 percent) of funds programmed over the 12-year TIP for mappable projects are located within census tracts with average, above average, or well above average IPD scores. This is likely due to the region’s priority to maintain, preserve, and modernize the existing transportation network; much of that infrastructure is located in urbanized areas throughout the region. This also illustrates the need to continuously record benefits and mitigate burdens during the project development and delivery process.

Table 10: Project Economic Investment by IPD Category

Total number of mappable highway and transit projects: 293

Total funding for mappable projects over 12 years: \$8,039,438,000

	Mapped Highway TIP Projects	12-Year Funding for Mappable Highway Projects (\$000)	Mapped Transit TIP Projects	12-Year Funding for Mappable Transit Projects (\$000)
All IPD categories				
Total in all IPD categories	280	\$6,528,644	13	\$1,500,794
Percentage of all mapped projects (Hwy +Transit)	95%	81%	5%	19%
Well Below Average (IPD score 0-11)				
Total in IPD category	7	\$43,076	0	\$0
Percentage of all projects (Hwy +Transit)	2%	<1%	0%	0%
Below Average (IPD score 12-15)				
Total in IPD category	83	\$1,188,121	3	\$112,192
Percentage of all projects (Hwy +Transit)	28%	15%	1%	2%
Average (IPD score 16-19)				
Total in IPD category	94	\$2,496,679	5	\$733,706
Percentage of all projects	32%	31%	2%	9%

Source: DVRPC 2018

Table 10: Project Economic Investment by IPD Category (cont.)

	Mapped Highway TIP Projects	12-Year Funding for Mappable Highway Projects (\$000)	Mapped Transit TIP Projects	12-Year Funding for Mappable Transit Projects (\$000)
Above Average (IPD score 20-23)				
Total in IPD category	67	\$2,402,298	2	\$398,365
Percentage of all projects	23%	30%	1%	5%
Well Above Average (IPD score 24-36)				
Total in IPD category	29	\$396,470	2	\$256,531
Percentage of all projects	10%	5%	1%	3%

Number of unmapped projects (not included in analysis): 67

Source: DVRPC 2018

Both analyses - the Location of Projects and the Location of Economic Investment - show that the FY2019 TIP is programming projects in census tracts with high concentrations of communities of concern. On one hand, the areas may reap the benefits of transportation improvements. There may also be temporary or permanent burdens associated with the improvement. A large portion of the FY2019 TIP projects are maintenance and preservation - extending the useful life of existing facilities, such as roads and bridges, or upgrading transit facilities with ADA-compliant features. Many of these projects may benefit vulnerable populations - individuals who tend to rely more on walking, bicycling, and transit.

The programming process that DVRPC facilitates is dynamic, complex, and must realistically address diverse needs and requirements. It includes the need to balance funds across various areas and by established priorities, including the value of “equity” - projects that directly benefit Title VI and EJ communities and increase regional mobility. Through its Title VI Compliance Program, DVRPC will continue to explore benefits and burdens associated with transportation projects, and particularly those that can be identified during the programming phase, in the effort to avoid, minimize, or mitigate disproportionate burdens.

Table 11: Unmappable Projects and Projects Located in Census Tracts with No Resident Data (“No Data”)

MPMS#	Mappable Status	MAX IPD	12 Year Cost (\$000)	Project Title	Project Type
17891	Unmappable	N/A	\$500	RideECO Mass Marketing Efforts	H
17928	Unmappable	N/A	\$250	Air Quality Partnership	H
46959	Unmappable	N/A	\$8,000	I-95 Design Review Manager	H
48199	Unmappable	N/A	\$2,658	Transportation Management Associations (TMA)	H
48201	Unmappable	N/A	\$45,297	DVRPC Competitive CMAQ Program	H
48202	Unmappable	N/A	\$700	Regional GIS Support - DVRPC	H
48203	Unmappable	N/A	\$915	Aerial Photography	H
51095	Unmappable	N/A	\$2,456	I-76 Schuylkill Expressway Corridor ITS	H
57902	Unmappable	N/A	\$48,968	City Wide 3R Betterments	H
57927	Unmappable	N/A	\$170,526	Regional Safety Initiatives (HSIP)	H
59935	Unmappable	N/A	\$7,865	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	T
59966	Unmappable	N/A	\$733,856	Capital Asset Lease Program	T
59973	Unmappable	N/A	\$74,000	Utility Fleet Renewal Program - Non Revenue Vehicles	T
60275	Unmappable	N/A	\$745,072	Debt Service	T
60317	Unmappable	N/A	\$543,000	Federal Preventive Maintenance	T
60582	Unmappable	N/A	\$996,311	Vehicle Overhaul Program	T
60599	Unmappable	N/A	\$84,000	Paratransit Vehicle Purchase	T

Source: DVRPC 2018

Table 11: Unmappable Projects and Projects Located in Census Tracts with No Resident Data (“No Data”) (cont.)

MPMS#	Mappable Status	MAX IPD	12 Year Cost (\$000)	Project Title	Project Type
60611	Unmappable	N/A	\$97,956	SEPTA Key (Fare Collection System/New Payment Technologies)	T
60638	Unmappable	N/A	\$946,558	Regional Rail Car, Locomotive, and Trolley Acquisition	T
60651	Unmappable	N/A	\$302,247	Substations and Power Improvements	T
63406	Unmappable	N/A	\$500	Retrofit for Bike Lanes and Shoulders	H
64652	Unmappable	N/A	\$1,500	Transportation Community Development Initiative (TCDI)	H
64984	Unmappable	N/A	\$47,184	Transportation Alternatives Program (TAP) Line Item	H
65109	Unmappable	N/A	\$204,996	Transit Flex - SEPTA	H
66460	Unmappable	N/A	\$1,350	TAP Project Engineering and Management - DVRPC	H
66461	Unmappable	N/A	\$450	CMAQ Project Engineering and Management - DVRPC	H
72738	Unmappable	N/A	\$1,400	Transportation Systems Management and Operations (TSMO)	H
74828	Unmappable	N/A	\$3,252	American Cities/Safe Routes to School - Phase 3	H
75854	Unmappable	N/A	\$3,000	District Program Management Services "A"	H
75855	Unmappable	N/A	\$3,000	District Program Management Services "B"	H
79927	Unmappable	N/A	\$5,380	Highway Reserve Line Item-STP	H
79929	Unmappable	N/A	\$20,542	Bridge Reserve Line Item	H
79980	Unmappable	N/A	\$52,572	STU Reserve Line Item	H

Source: DVRPC 2018

Table 11: Unmappable Projects and Projects Located in Census Tracts with No Resident Data (“No Data”) (cont.)

MPMS#	Mappable Status	MAX IPD	12 Year Cost (\$000)	Project Title	Project Type
82216	Unmappable	N/A	\$88,921	NHPP Reserve Line Item	H
84318	Unmappable	N/A	\$291,102	CAQ Reserve Line Item	H
84457	Unmappable	N/A	\$1,050	Signal Retiming Program	H
86077	Unmappable	N/A	\$908	Enhance and Maintain Travel Forecasting Tools - DVRPC	H
90497	Unmappable	N/A	\$614,005	Infrastructure Safety and Renewal Program	T
90512	Unmappable	N/A	\$547,891	SEPTA Bus Purchase Program	T
92182	Unmappable	N/A	\$4,700	Expressway Service Patrol - Suburban Counties (2022-2026)	H
92289	Unmappable	N/A	\$8,000	I-95 Consultant Mgmt	H
95402	Unmappable	N/A	\$223,609	Bridge Program	T
95739	Unmappable	N/A	\$1,102	Transportation Capital Improvements	T
96223	Unmappable	N/A	\$1,000	Philadelphia Signal Retiming	H
97311	Unmappable	N/A	\$240	Transportation Community Development Initiative (TCDI) Administration	H
102107	Unmappable	N/A	\$4,800	Bridge On Demand Line Item	H
102275	Unmappable	N/A	\$8,200	Study Line Item	H
102565	Unmappable	N/A	\$89,733	Track Improvement Program	T
102571	Unmappable	N/A	\$273,735	Communications, Signals, & Technology Improvements	T

Source: DVRPC 2018

Table 11: Unmappable Projects and Projects Located in Census Tracts with No Resident Data (“No Data”) (cont.)

MPMS#	Mappable Status	MAX IPD	12 Year Cost (\$000)	Project Title	Project Type
102665	Unmappable	N/A	\$1,000	Signal Upgrade Line Item	H
104639	Unmappable	N/A	\$240	Travel Monitoring	H
105488	Unmappable	N/A	\$17,610	Citywide Resurfacing 105	H
106648	Unmappable	N/A	\$750	Sink Holes Line Item	H
106649	Unmappable	N/A	\$750	Stormwater Permits/Environmental Mitigation	H
106651	Unmappable	N/A	\$800	Sign Structure Repair	H
106654	Unmappable	N/A	\$450	I-95 Transportation Demand Mgt (TMA)	H
106708	Unmappable	N/A	\$400	I-95 Planning Assistance	H
106990	Unmappable	N/A	\$500	District Roundabout Program	H
107182	Unmappable	N/A	\$0	City of Philadelphia SRTS (Non-infrastructure) (TAP)	H
108009	Unmappable	N/A	\$985	Demand-Driven Indego Expansion	H
108098	Unmappable	N/A	\$6,263	Citywide ADA Ramps 2	H
108554	Unmappable	N/A	\$100	Local Asset Data Collection - Southeast PA	H
109847	Unmappable	N/A	\$750	ROW Divestment 6-0	H
109848	Unmappable	N/A	\$750	LED Lighting Conversion 6-0	H
110127	Unmappable	N/A	\$460	District 6 Modeling Assistance	H
110429	Unmappable	N/A	\$1,200	Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)	H

Source: DVRPC 2018

Table 11: Unmappable Projects and Projects Located in Census Tracts with No Resident Data (“No Data”) (cont.)

MPMS#	Mappable Status	MAX IPD	12 Year Cost (\$000)	Project Title	Project Type
110460	Unmappable	N/A	\$502	Commuter Services	H
62694	Mapped	No data	\$2,500	Passyunk Avenue Drawbridge Over the Schuylkill River	H
92809	Mapped	No data	\$6,748	Roosevelt Blvd Exit (Bridge)	H
105677	Mapped	No data	\$344	Traffic Signal Modernization	H

Source: DVRPC 2018

Table 12: Mappable and No Data Projects

MPMS #	Mappable status	MAX IPD	12 Year Cost (\$000)	Project Title	Project type
98221	Mappable	10	\$0	Strock's Grove Road over Beaver Creek (CB# 333)	H
98223	Mappable	12	\$0	Creek Road over Pickering Creek	H
85949	Mappable	13	\$0	SR 896 Safety Improvement	H
98225	Mappable	13	\$0	Butler Pike over Prophecy Creek	H
57625	Mappable	14	\$0	Route 232, Swamp Road Safety Improvements	H
107176	Mappable	14	\$0	Paoli Pike Trail, Segment C (TAP)	H
107178	Mappable	14	\$0	Springfield Township Sidewalk Improvements (TAP)	H
108099	Mappable	14	\$0	Falls Road Bridge	H
108129	Mappable	14	\$0	MLK Drive over Schuylkill River	H

Source: DVRPC 2018

Table 12: Mappable and No Data Projects (cont.)

MPMS #	Mappable status	MAX IPD	12 Year Cost (\$000)	Project Title	Project type
13248	Mappable	15	\$0	Walnut Street Bridge Over Perkiomen Creek (CB #13)	H
98216	Mappable	15	\$0	Michigan Ave over Little Crum Creek (CB# 210)	H
98218	Mappable	15	\$0	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)	H
107177	Mappable	15	\$0	Moore Road Sidewalk Project (TAP)	H
98224	Mappable	16	\$0	Spring City Road over Stony Run	H
107179	Mappable	16	\$0	Fort Washington Office Park, Cross County Trail Final Segment (TAP)	H
107197	Mappable	17	\$0	Manayunk Bridge Trail Site Amenities (TAP)	H
98217	Mappable	18	\$0	Hilldale Road over Darby Creek (CB# 149)	H
107180	Mappable	18	\$0	Powerline Trail Connection - Phase 1 (TAP)	H
102134	Mappable	20	\$0	Henry Ave Corridor Safety Improvements, Phase 2	H
107181	Mappable	20	\$0	Chelten-Greene Plaza Reconstruction (TAP)	H
98229	Mappable	23	\$0	59th Street over AMTRAK	H
107183	Mappable	26	\$0	Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)	H
106995	Mappable	27	\$0	Castor Ave Signal Improvements	H
98230	Mappable	29	\$0	Tabor Road over Tacony Creek	H

Source: DVRPC 2018

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CHAPTER 4:

PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP)

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent Fixing America's Surface Transportation (FAST) Act require State DOTs and MPOs to establish and use a performance-based approach to transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

The goal of Performance-Based Planning and Programming (PBPP) is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety
- Infrastructure preservation
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Safety is the first national goal identified in the FAST Act and has the earliest deadline for addressing progress towards meeting targets in the Transportation Improvement Program. For more information about the development and implementation of FHWA's Transportation Performance Measurement (TPM) policy and rulemaking, see www.fhwa.dot.gov/tpm. For the TPM implementation timeline for all performance measures, see www.fhwa.dot.gov/tpm/rule/timeline.pdf.

SAFETY PERFORMANCE MANAGEMENT MEASURES RULE

In March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires State DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A target is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a

time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of Serious Injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries (combined)

State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area, or agree to adopt the statewide targets. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. The DVRPC Board adopted a resolution on January 25, 2018 supporting PennDOT's statewide safety targets for CY 2018.

FHWA will determine whether a State has met or made significant progress toward its safety performance targets. A State is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

PENNDOT STATEWIDE SAFETY TARGETS AND GOALS

PennDOT published its most recent Strategic Highway Safety Plan (SHSP) in early 2017. The 2017 SHSP was developed in conjunction with over 45 stakeholders including federal, state, and local agencies, and private sector organizations, and Pennsylvania's Metropolitan Planning Organizations (MPO)/Rural Planning Organizations (RPO), coordinating together to address the four E's of the safety discipline (Engineering, Enforcement, Education, and Emergency Response). This document adopted a goal to support the national vision for highway safety – Toward Zero Deaths: A National Strategy on Highway Safety.

The goals outlined in PennDOT's 2017 SHSP were used to help define targets for the Safety PM Rule. Specifically, the 2017 SHSP set a goal of reducing fatalities and serious injuries on PennDOT roadways by two percent per year. The following table details PennDOT's statewide safety targets for CY2018:

Table 13: Pennsylvania Statewide Safety Targets

Performance Measure	5-Year Rolling Averages	
	Baseline	Target
	2012-2016	2014-2018
Number of Fatalities	1,220.2	1,177.6
Fatality Rate	1.220	1.161
Number of Serious Injuries	3,434.0	3,799.8
Serious Injury Rate	3.433	3.746
Number of Non-motorized Fatalities and Serious Injuries	602.4	654.4

Note: Future VMT was estimated to increase by 1% per year, beginning in 2017.

Source: PennDOT

As previously stated, PennDOT's 2017 SHSP set a goal of reducing fatalities and serious injuries on PennDOT roadways by two percent per year. However, this reduction may not be readily apparent in the table because of the specific calculation required for the baseline and target numbers. Using a 5-year average and projected numbers in the target calculation, as required, can result in a higher target number than baseline number. For example, the higher target number for the serious injury calculation is a direct result of the fact that in 2016, Pennsylvania's definition of a serious injury changed to include many injuries not previously counted as serious. This increased the 2016 serious injury number significantly. The 5-year average baseline calculation uses this higher 2016 number once (for one year) as part of calculating the average. For the target calculation, even while projecting a two percent reduction in 2017 and 2018, the calculation uses higher numbers for three of the five years in calculating the average (due to the definition change), resulting in a higher target than baseline number. The same principle applies to the baseline and target calculations of the non-motorized fatalities and serious-injuries.

COORDINATION ON TARGET SETTING

Coordinated efforts between PennDOT, MPOs, RPOs, and other partners in Pennsylvania to establish the Safety PM Targets began in April 2016 with a Statewide Safety Summit and continued when staff from PennDOT and Pennsylvania's MPO/RPOs participated in a FHWA Target Setting Peer Exchange in May 2016. To strengthen communication and coordination efforts, a Safety Planning Workgroup with representation from both technical safety experts and planning staff was established to meet regularly and discuss safety topics including Performance Measure Targets and Goals. The workgroup's discussions were shared at an annual Statewide Planning Partners Meetings and via bi-monthly conference calls.

PROGRESS TOWARD TARGETS

The DVRPC 2019-2022 PA TIP was developed to ensure progress toward target achievement. The following steps have been taken at the statewide and regional levels to ensure that projects

selected for HSIP funding in Pennsylvania help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads to support achieving safety targets:

- Pennsylvania sets aside \$35 million of HSIP funds per Federal Fiscal Year (FFY) to advance projects that are evaluated and ranked based on Benefit/Cost analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on local roads, and deliverability. This program is referred to as the Statewide HSIP Set-Aside Program, and applications for funding are solicited across the Commonwealth. DVRPC and PennDOT District 6 staff work together to develop and identify projects to seek this funding. Those that have been awarded funding through this program are identified as “Statewide” in O.
- In addition to advancing projects awarded through the Statewide HSIP Set-Aside Program, the DVRPC region is allocated close to \$14 million of HSIP funds annually as part of the State’s Financial Guidance. DVRPC and PennDOT District 6 staff work together to develop and identify safety projects to utilize these additional HSIP funds. Potential projects are evaluated based on Benefit/Cost and HSM analysis, in the same way described above for the Statewide HSIP Set-Aside Program. These projects are noted as “Regional” in O.
- At the statewide and regional levels, PennDOT works to implement strategies identified in the 2017 SHSP through data driven safety analysis, including low-cost systemic safety improvements.
- In January 2017, PennDOT Central Office opened the HSIP funding site in SharePoint. The HSIP funding site provides a single point of communication for all HSIP project eligibility and funding requests. Project applications are reviewed through an approval workflow involving District and Central Office safety and planning staff, and all MPOs and RPOs are also able to coordinate and communicate through the SharePoint system.
- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan and Roadway Departure Safety Implementation Plan.
- Pennsylvania is moving toward using the PA Regionalized Safety Performance Functions (SPFs) developed for a statewide network screening of about 20,000 locations. These new evaluations will use the Highway Safety Manual (HSM)’s analysis method of Excess Expected Average Crash Frequency with Empirical Bayes (EB) adjustments also known as Potential for Safety Improvement (PSI). This method will use the calculated expected crashes for a location and subtract the Predicted crashes for that same location to produce an excess (or PSI) value. The new regionalized SPFs have been added to a Pennsylvania specific HSM analytical tool.

The expectation is that through a continued focus on implementing safety improvements, PennDOT’s and DVRPC’s safety performance measure targets will reduce the numbers of fatalities, serious injuries, and non-motorized fatalities in Pennsylvania. The DVRPC FY2019-2022 TIP for PA includes 28 projects totaling over \$85 million over the first 4 years of the TIP utilizing federal HSIP funds.

Table 14: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (FY2019-2022)

County	Project	Description	HSM Benefit/Cost	Funding Status
Bucks	Old Lincoln Hwy. (SR 2037) and Hulmeville Ave. (SR 2047) Safety Improvements	Intersection improvements including adding exclusive left-turn lanes, modifying left-turn signal phasing, and increasing all-red clearance interval	2.51	New Statewide
	Roundabout on Easton Rd. at New Britain Rd./Sauerman Rd.	Roundabout installation at Easton Rd. and New Britain Rd. as well as Easton Rd. and Sauerman Rd.	1.28	
Chester	Horseshoe Pk. at Manor Rd.	Installation of left turn lanes	6.37	New Statewide
	PA 10 Shoulder Widening	Shoulder widening	5.95	
	Manor Rd. at Cedar Knoll/Reeceville Rd.	Roundabout installation	2.96	
Delaware	MacDade Blvd. Corridor from Fairview to Ashland	Road diet; addition of turn lanes; modernization of signals along corridor with fiber optic interconnection	6.59	New Statewide
	Marshall Rd. Corridor Safety Improvements	Road diet; addition of turn lanes; increase pavement friction within road diet limits; modernize signals along corridor including fiber optic interconnection	2.56	
	Roundabout at Bethel Rd. at Mill Rd.	Roundabout installation at Bethel Rd. and Mill Rd.	1.65	
	Chichester Ave. Corridor Safety Improvements	Traffic signal installation; modify left turn signal phases	1.55	
	Lansdowne Ave. Corridor Safety Improvements	Road diet; 2-way left turn lanes; left turn lanes at 8 intersections; modify left turn phasing; dynamic signal warning flashers; actuated advance warning dilemma zone protection system; modernize signals along corridor including fiber optic interconnection	5.72	New Regional

Source: DVRPC 2018

Table 14: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (FY2019-2022) (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Montgomery	Roundabout at Old Skippack Rd. and Schwenksville Rd.	Roundabout installation at Old Skippack Rd. and Schwenksville Rd.	3.27	New Statewide
	Main St. Corridor Safety Improvements	Turn lane and signal modifications along corridor; relocate roadside fixed objects along corridor	2.1	
Philadelphia	Rising Sun Ave. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	11.08	New Statewide
	5 th St. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	9.54	
	Frankford Ave. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	6.93	
	2 nd St. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	5.99	
	Roundabout at Castor Ave. and Wyoming Ave.	Roundabout installation at Castor Ave. and Wyoming Ave.	3.64	
	Castor Ave. Corridor Safety Improvements	Road diet; modify left turn signal phasing at all intersections; left turn lanes at 13 intersections	9.27	New Regional
	Castor Ave. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	6.85	
	University Ave. and I-76 Off Ramp Intersection Safety Improvements	Eliminate I-76 EB off ramp yield movement/realign ramp; widen I-76 EB off ramp to provide right turn lanes to NB University Ave.; provide signal-protected crossing of all ramp lanes for pedestrians and bicyclists	1.21	

Source: DVRPC 2018

Table 14: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (FY2019-2022) (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Region wide	Wrong Way Entry Design Build	Implementation of wrong-way countermeasures at interchange exit ramps	TBD	New Statewide
	2018 District-wide HFST	Install High Friction Surface Treatment at wet cluster locations	TBD	New Regional
	2019 District-wide HFST	Install High Friction Surface Treatment at wet cluster locations	TBD	
Region wide	District-wide Systemic Improvements	Implement HSIP improvements at crash cluster locations	TBD	New Regional
Bucks	Route 232 Swamp Rd. Safety Improvements	Reconfiguration of Second Street Pk./Swamp Rd. intersection; addition of left turn lanes at all approaches; signalize intersection; addition of auxiliary passing lane and taper to bring the road safely back to one lane	N/A ⁷	Ongoing Regional
Chester	SR 896 Safety Improvements	Increase the lane and shoulder width; install signage; improve drainage; raised pavement markers, delineators, and rumble strips	N/A ⁸	Ongoing Regional
Philadelphia	Henry Ave. Corridor Safety Improvements, Phase 1	Install pedestrian signals at all locations; install centerline rumble strips at all painted median locations where appropriate; perform selective tree removal based on cluster information; install reflective pavement markers to better delineate travel lanes along median and between lanes; install enhanced signage	N/A ⁹	Ongoing Regional
	Henry Ave. Corridor Safety Improvements, Phase 2	Install pedestrian signals at all locations; install centerline rumble strips at all painted median locations where appropriate; perform selective tree removal based on cluster information; install reflective pavement markers to better delineate travel lanes along median and between lanes; install enhanced signage	N/A ¹⁰	

Source: DVRPC 2018

⁷ * This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

⁸ * This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

⁹ * This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

¹⁰ * This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

Additionally, DVRPC has established a set of criteria used to evaluate new projects that are added to the TIP. The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the *Connections 2045* Plan and to reflect the increasingly multimodal nature of projects in the TIP. After defining the criteria, the working subcommittee weighted them, with higher weights equaling higher priorities for the DVRPC region.

Safety was rated as the second-highest priority, following only facility/asset condition. Each project is evaluated for how it impacts safety-critical elements for transit projects, high-crash road locations, or incorporates one or more FHWA proven safety countermeasures.

Many other TIP projects funded with non-HSIP funds will provide safety benefits to the roadway system. Resurfacing, guiderail and vegetation maintenance, and bridge improvement projects are all expected to provide safety improvements and should help to bring fatality and serious injury crashes down.

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CHAPTER 5:

PUBLIC INVOLVEMENT

DVRPC firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the underinvolved and often unconcerned, the private sector, special-interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated, and modern standards are more inclusive, the need for public involvement is inherent to sound decision making.

Every citizen is responsible for becoming involved in regional issues and playing a role in the decision-making process; therefore, DVRPC strives to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the Draft DVRPC FY2019 TIP for Pennsylvania opened on May 1, 2018, and extended through June 3, 2018, at 5:00 PM (EST). There was a public meeting held at the following location for the purpose of presenting comments on the Draft DVRPC FY2019 TIP:

THURSDAY, MAY 24, 2018
4:00 PM–6:00 PM
DVRPC CONFERENCE ROOM
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106
📞 WEB CONFERENCING WAS AVAILABLE.

Web conferencing was available for the public meeting at DVRPC. Those interested in using this option to join the meeting were asked to register by May 16, 2018, by contacting 215-592-1800 or public_affairs@dvrpc.org.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of the public meeting and other general information. Individuals can download or access current TIP materials at any time. The best way to submit comments was online, as part of a brand new interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP. Users were able to click on the "Submit a comment on the Draft DVRPC FY2019 TIP for Pennsylvania" button to make general and project-specific comments. DVRPC staff then acquired responses from the appropriate agencies. Responses were not provided unless comments were submitted in writing during the public comment period.

In addition, the public was able to submit comments via e-mail to tip@dvrpc.org during the public comment period, or forward written comments via U.S. mail to:

TIP COMMENTS
OFFICE OF COMMUNICATIONS AND ENGAGEMENT
DELAWARE VALLEY REGIONAL PLANNING COMMISSION
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106

Furthermore, DVRPC frequently utilizes social media ([Facebook](#), [Twitter](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, different projects and facts about the Draft TIP were highlighted via social media posts. For those without access to the Internet, TIP documents were made available at selected area libraries (see Table 1:), including the DVRPC Resource Center at the DVRPC offices in the American College of Physicians Building in downtown Philadelphia. Users were also able to submit comments by sending a fax transmittal to 215-592-9125 or call 215-592-1800 for more information.

PUBLIC COMMENT GUIDANCE

In an effort to facilitate the public comment process, DVRPC offered some extended guidance. Listed below are issues that DVRPC asked the public to consider during the review of the Draft TIP document.

- Given the projects in the TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of the FAST Act?
- For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects; or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity-adding projects, or non-traditional projects (such as pedestrian, bicycle, smart technology, TA-Set Aside, and CMAQ projects) versus the traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, are we spending money on the right types of projects?
- Is the TIP document easy to use? How could it be improved?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we reminded 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 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.

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CHAPTER 6:

MAPPING APPLICATION AND LISTINGS OVERVIEW

MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS (GIS)

As with the FY2017 TIP, the Draft FY2019 TIP did not contain printed static maps in the document. Due to the ever-changing nature of the TIP, the maps are out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the right hand side of the application along with the mapped projects. Only the mapped projects will show up in the map pane on the left hand side of the application.

For this TIP update, the TIP Web Search Tool has been completely overhauled. It is more user friendly, as well as able to be used on mobile devices. As with the previous TIP Web Search Tool, not just TIP projects are shown, but also overlays of Planning Centers, Freight Centers, CMP Corridors, and IPD, as well as a “search by address or location” function. To go along with the more robust TIP Web Search Tool, DVRPC has made TIP GIS data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Downloadable GIS point, line, and polygon location features for TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC RTC and Board approve are available via the Transportation section of DVRPC’s GIS Data webpage, www.dvrpc.org/Mapping/Data. This webpage also contains links to DVRPC’s *GIS Portal*, interactive maps, and a map gallery, in addition to other data resources. The *GIS Portal* contains boundaries, demographic, planning, and transportation data which is helpful for obtaining data that provides context for the TIP.

DVRPC REGIONAL HIGHWAY AND TRANSIT PROJECT LISTINGS

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

The project listings are grouped by county and transit operator. The first section includes highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; and a listing of projects that apply to various counties. The second section includes transit projects for PART, PennDOT Bureau of Public Transit, and SEPTA. The third section applies to the Interstate Management Program.

Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS). Each project listing provides information on total program period cost, cost by FY, phase of work, and funding source. Costs are shown in thousands of dollars. Also included are project location, project description, air quality code, DVRPC Planning Center, CMP category, EJ IPD rating, and a variety of other information. See the “Project Roadmap” found on page 67, for a detailed explanation of all the information contained in a project listing.

All projects within the four years of the TIP period (FY2019–2022) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the four years also have phases (such as construction) that may be out in LFY 2023–2030. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.

CHAPTER 7:

CODES AND ABBREVIATIONS OVERVIEW

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

AIR QUALITY CODES

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

For non-exempt projects, the first conformity “analysis year” following the project’s opening or projected completion is listed: 2020, 2025, 2035, or 2045. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 15: that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 15: and Table 16: provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

Projects that have been determined to be Not Regionally Significant as defined in the final conformity rule and do not fit into an exempt category have been labeled “NRS.”

LONG-RANGE PLAN ID

The Long-Range Plan ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

STATUS CODES

DVRPC has developed a coding scheme for projects that have been determined to be “new” projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2017– 2020) and assist in establishing the origin of these projects.

Table 15: Air Quality Codes for DVRPC Exempt Projects

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY	AQ CODE		
SAFETY	Railroad/highway crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1	
	Hazard elimination program	S2		Purchase of support vehicles	M2	
	Safer non-federal-aid svstem roads	S3		Rehabilitation of transit vehicles	M3	
	Shoulder improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4	
	Increasing sight distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5	
	Safety improvement program	S6		Construction or renovation of power, signal, and communications svstems	M6	
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7	
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8	
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9	
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10	
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11	
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1	
	Fencing	S13		Grants for training and research programs	X2	
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3	
	Safety roadside rest areas	S15		Federal aid systems revisions	X4	
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5	
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6	
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7	
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8	
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9	
AIR QUALITY	Continuation of ridesharing and van-pooling promotion activities at current levels	A1		Sign removal	X10	
	Bicycle and pedestrian facilities	A2		Directional and informational signs	X11	
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12	
STUDY AND DEVELOPMENT PROJECTS (NJ)	Project in the Study and Development Program expected to result in an exempt project	SDX		Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13	
NO REGIONAL EMISSIONS ANALYSIS REQUIRED						
Intersection channelization projects		R1		Truck size and weight inspection stations		R4
Intersection signalization projects at individual intersections		R2		Changes in vertical and horizontal alignment		R5
Interchange reconfiguration projects		R3		Bus terminals and transfer points		R6

Source: DVRPC, 2018

Table 16: Air Quality Analysis Years for DVRPC Non-Exempt Projects

NON-EXEMPT PROJECT CATEGORY		AQ CODE
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2020 network and all subsequent analysis years	2020M
	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years	2025M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years	2045M

Source: DVRPC, 2018

Notes on Tables 11 and 12:

Both exempt and NRS project categories adhere to 40 CFR 93 Sections 126 and 127.

In the coarse particulate matter non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

Projects indicated as “NEW” have never been programmed in a prior-year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as “NEW-B” are new “break-out” projects that have been “broken out of,” or derived from, an existing TIP project. Lastly, projects indicated as “RETURN” have previously been programmed in a prior-year TIP, but through a variety of circumstances, have returned to be programmed in the FY2019 TIP.

PLANNING CENTER NOTATION

The Greater Philadelphia region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into seven Center types as part of the development of *Connections 2045: Plan for Greater Philadelphia*. Those seven areas are Metropolitan Centers (Center City, University City, Camden Central Business District); Metropolitan Subcenters, which reflects their magnitude of jobs and commercial activity; Suburban Centers, which are larger geographical areas that may be represented by a developed corridor and can cross municipal boundaries and are defined as primarily single-use districts, such as office, retail, professional, and light industrial; Town Centers, which have a mixture of high-density residential and commercial land use that also display a unique history and sense of place, and are often identifiable by a thriving downtown or main street that is pedestrian friendly and transit oriented; Rural Centers, which, like Town Centers, have a mix of land uses, a higher density than surrounding area, and often an identifiable smaller-scale downtown or main street; Planned Centers, which are newly constructed Town-Center-type developments, usually built by a single developer, on greenfield sites within Growing Suburbs or Rural Areas and also found in Developed Communities through redevelopment on greyfields, often calling for traditional neighborhood development and incorporating a mix of uses at higher density that support transit and walkability; and Neighborhood Centers, which are recognizable places with a mix of commercial, retail, anchor institutional, and residential activities, which have an identifiable main street or focal point, are walkable, and have a unique history or sense of a community within the larger city setting. “Planning Center” is a notation in the TIP project description.

INDICATORS OF POTENTIAL DISADVANTAGE

DVRPC uses the IPD methodology to identify direct and disparate impacts of its plans, programs, and planning process on defined population groups in the Delaware Valley region under Title VI of the Civil Rights Act and the Executive Order on Environmental Justice. Population groups assessed at the census tract level, Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above to understand the distribution of Draft FY2019 TIP mappable projects in regards to EJ and Title VI guidance. The distribution of projects may indicate if communities of concern are experiencing disproportionate impact or possibly being excluded benefits from TIP projects.

The data for each of the indicators in the IPD analysis are split into five “bins”, and a census tract’s “score” is determined by standard deviations relative to an indicator’s regional average: well below average (score of 0); below average (score of 1); average (score of 2); above average (score of 3); and well above average (score of 4) (see Figure 4:). A summary score of all nine indicators for each Census tract (ranging from 0-36) is used to show regional concentrations of populations of interest as defined by Title VI and EJ. These summary scores are then organized into five categories - from “well below average” to “well above average” - to allow for regional comparisons and evaluation: Well below average (scores from 0 to 11); Below average (scores from 12 to 15); Average (score of 16-19); Above average (scores from 20 to 23); and Well above average (scores from 24 to 36).

CMP NOTATION

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC’s CMP. They are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

FREIGHT CORRIDOR INITIATIVE

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

PHASE OF WORK ABBREVIATIONS

CAL (Capital Acquisition Lease)—Involves lease payments attributable to the acquisition, through financial leasing arrangements for various capital assets for transit operator.

CAP (Capital Asset Construction)—Involves construction of buildings, structures, equipment, or intellectual property for transit operator.

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

DS (Debt Service)—Involves scheduled payments due for principal and interest on bonds for transit operator.

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

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

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

FD (Final Design)—The refinement of the Initial Preferred Alternative (IPA) based on environmental studies, community input, and the needs of the traveling public. (In the New Jersey TIP, Final Design is designated as “DES.”)

OP (Operations Phase)—Funding can be used for any activity required for the operation of a transit system.

PE (Preliminary Engineering)—The process of advancing preliminary engineering and obtaining formal community and environmental approval of the IPA.

PRA (Planning, Research, and Administration)—Involves planning, research, or administrative projects.

PUR (Purchase of Equipment)—Involves the purchasing of equipment.

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

UTL (Utilities)—Utility relocation work associated with a project.

FEDERAL HIGHWAY FUNDING SOURCES ABBREVIATIONS

“*” (Advanced Construct)—In the TIP project listings section, an asterisk (*) after a fund code indicates that the phase has been initiated as advanced construct using state funds and will be “converted” to federal funds. Advanced construct is a finance tool that allows PennDOT to secure federal authorization for a project without tying up any federal funds or obligation authority. There are a couple of advantages to using advanced construct financing: First, advanced construct is used on large construction projects that span two or more construction seasons. Advanced construct frees up and allows PennDOT to use federal obligation authority that might have been used for that project on several other projects. This allows PennDOT to have multiple projects in construction at one time versus only having one project in construction. Secondly, PennDOT uses advanced construct to authorize new project phases that will be implemented in the last quarter of the federal FY (July, August, and September), when funds and obligation authority are generally scarce. Nearly all advanced construct represents the borrowing of future federal funds.

BUILD (Better Utilizing Investments to Leverage Development) — Replaces the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. To reflect the Administration’s Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The FY18 BUILD Transportation Discretionary Grants Program deadline was July 19, 2018.

BOF or BRIDGE-OFF (Federal Bridge Program)—Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. This funding also provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

FLEX (Flexible funds)—Federal funding anticipated to be transferred from FHWA to FTA, in support of a transit or highway project.

HCB (Historic Covered Bridge Preservation Program)—Federal funding to preserve, rehabilitate, or restore historic covered bridges eligible for listing on the National Register of Historic Places.

HSIP (Highway Safety Improvement Program)—Federal funding for projects or strategies included in the state strategic highway safety plan that correct or improve a hazardous road location or feature or address a highway safety problem.

INFRA (Infrastructure for Rebuilding America)—A new federal discretionary grant program that was established in July 2017 to replace the FASTLANE program, which was newly authorized under the FAST Act. The INFRA program is a new competitive federal grant to fund freight and highway projects across the country.

National Highway Freight Program (NFP or NHFP)—Funding for this program provides for the efficient movements of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the state's freight plan. The NHFN has four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors, Critical Urban Freight Corridors, and portions of the Interstate Highway System that are not part of the PHFS.

National Highway Performance Program (NHPP)—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

National Highway Performance Program Statewide Reserve (NHPP Reserve)—Funding reserved from the federal allocation and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Provides funding used to support the condition and performance of the NHS and to construct new facilities on the enhanced NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, for example.

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

sHSIP (HSIP Set Aside Program)—Federal 148 funds set aside for merit-based projects submitted by PennDOT Engineering Districts in partnership with area planning partners (MPOs/RPOs) and selected by PennDOT's Highway Safety & Traffic Operation Division and PennDOT's Center for Program Development

and Management. These infrastructure-related safety projects must implement focus areas from the current Pennsylvania Strategic Highway Safety Plan using Data Driven Safety Analysis. Submissions are submitted and accepted on a two-year cycle.

SPIKE or SPK (Federal Spike Funds–NHPP/STP/STU Funds)—Funding reserved from federal allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-NHPP for National Highway Performance Program SPIKE funds).

SRTSF (Safe Routes to School Federal-Aid)—Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

STP (Surface Transportation Block Grant Program/STBG)—Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. Previously known as Surface Transportation Program (STP).

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

SXF—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

TAP or TAU (Surface Transportation Block Grant Programs Set-Aside)—This program is formally known as Transportation Alternatives. Fifty percent of the funds allocated to each state are based upon populations greater than 200,000. A competitive process for selection of projects must take place. The fund code for this allocation is designated as TAU. The other 50 percent of funds are available to any area of the state and is to be held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP.

TIGER (Transportation Investment Generating Economic Recovery)—Special discretionary federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

STATE HIGHWAY FUNDING SOURCES ABBREVIATIONS

179 or 179A (Appropriation 179)—State funding that can be applied to selected local bridge projects in distressed areas.

183 (Appropriation 183)—State funding that can be applied to local bridge projects.

185 (Appropriation 185)—State funding that can be applied to state bridge projects.

185-IM (Appropriation 185)—State funding that can be applied to state bridge projects in the Interstate Management Program.

244 (Automatic Red Light Enforcement (ARLE))—This program targets high-crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by

drivers who run red lights and are fined for their violation. PennDOT distributes the funds via a grant program specifically designated for transportation safety improvements. Municipalities may apply for these grant moneys to pay for eligible roadway enhancement, safety, and congestion projects.

411 (Multimodal Transportation Fund)—This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization. The 411 fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Finance Authority.

581 (Appropriation 581)—State funding that can be applied to highway or bridge projects on the state highway system.

e581 (Transportation Infrastructure Investment Fund)—State economic development funding that can be applied to highway projects on the state highway system.

581-IM (Appropriation 581)—State funding that can be applied to highway projects in the Interstate Management Program.

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

ACT13 (Act 12 of 2012)—State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

A-073 (Appropriations 073—Green Light-Go)—Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go, Pennsylvania’s Municipal Signal Partnership Program, will provide up to \$40 million state funds during the state FY2016–2017, and after, for the operation and maintenance of traffic signals along critical and designated state highways with a required 50 percent municipal or private cash match.

SPIKE or SPK (State Spike Funds—State Bridge/State Highway)—Funding reserved from state allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded (e.g., SPK-SH for State Highway SPIKE funds).

OTHER HIGHWAY FUNDS

LOC—Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTHER—Other funds.

TBD—To be determined.

TOLL (Toll Credit Match)—State toll credits that may be used to match federal funds.

TPK (Turnpike Funds)—Funds provided by the Pennsylvania Turnpike Commission.

FEDERAL TRANSIT FUNDING SOURCES ABBREVIATIONS

BUILD (Better Utilizing Investments to Leverage Development) — Replaces the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments. To reflect the Administration’s Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The FY18 BUILD Transportation Discretionary Grants Program deadline was July 19, 2018.

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity. This funding provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit. These funds can be “flexed” (transferred) from FHWA to FTA for use by transit operators.

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

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

SECTION 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning)—Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

SECTION 5307 (FTA Urbanized Area Formula Grants Program)—Provides funding to public transit systems in Urbanized Areas for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.

SECTION 5307(h) (FTA Passenger Ferry Grant Discretionary Program)—Provides competitive funding to public ferry systems in urbanized areas.

SECTION 5309 (FTA Discretionary Capital Investment Grants/CIG)—FTA’s primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. This discretionary grant program is unlike most others in government. Instead of an annual call

for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

SECTION 5309 (FTA Discretionary Pilot Program for Transit-Oriented Development Planning)—Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the CIG Program.

SECTION 5309() (FTA Discretionary Expedited Project Delivery for Capital Investment Grants Pilot)**—Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public–private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

SECTION 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)—Formula funding to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.

SECTION 5311 (FTA Formula Grants for Rural Areas)—Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

SECTION 5311(b)(3) (FTA Formula Rural Transportation Assistance Program)—Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.

SECTION 5311(c)(2)(B) (FTA Tribal Transit Formula Grants)—Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

SECTION 5312 (FTA Discretionary Public Transportation Innovation)—Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

SECTION 5312(i) (FTA Discretionary Transit Cooperative Research Program)—Research program that develops near-term, practical solutions, such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

SECTION 5314(a) (FTA Formula Technical Assistance and Standards Development)—Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

SECTION 5314(b) (FTA Formula Human Resources and Training)—Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

SECTION 5324 (FTA Formula Public Transportation Emergency Relief Program)—Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters, such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

SECTION 5337 (FTA Formula State of Good Repair Grants/SGR)—Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

SECTION 5339(a) (FTA Formula Grants for Buses and Bus Facilities Formula Program)—Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low- or No-Emissions Bus Discretionary Program.

SECTION 5339(b) (FTA Discretionary Bus and Bus Facilities Grants Program)—Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

SECTION 5339(c) (FTA Discretionary Low or No Emission Vehicle Deployment Program)—Provides funding through a competitive process to states and transit agencies to purchase or lease low- or no-emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low- or no-emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

TIGER (Transportation Investment Generating Economic Recovery)—Special discretionary federal economic recovery funding used to spur a national competition for innovative, multimodal, and multijurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.

Tribal Transit Program (FTA Public Transportation on Indian Reservations Program)—The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$25 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10 percent local match is required under the discretionary program; however, there is no local match required under the formula program.

STATE TRANSIT FUNDING SOURCES

PTAF 44 (Public Transportation Assistance Fund)—State funding provided by the Public Transportation Assistance Fund.

SECTION 1513 (Mass Transit Operating)—State operating funding that is distributed to transit agencies based on their demonstrated need.

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

SECTION 1516/341 (Programs of Statewide Significance)—Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of the Public Transportation Trust Fund. The match requirement varies by program.

SECTION 1517.1 (Alternative Energy Capital Investment Program)—This is a competitive grant program to implement capital improvements for conversion to an alternative energy source.

OTHER TRANSIT FUNDS

LOCAL—Funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTHER—Other funds.

Figure 7: Roadmap for TIP Project Listing

ROADMAP FOR TIP PROJECT LISTING

Below is an example of an actual TIP project listing with modified information for display purposes.

Project location information

PennDOT ID#

County where project is located

DVRPC FY 2019-2022 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 13377 Main St over SEPTA (Bridge) SR:2025

LIMITS: Sellersville Borough

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/S. Fellin

DVRPC Project Category

Roadways are grouped into different functional classifications based on the character of service they are intended to provide (e.g. major collector, principal arterial). All roadway projects using federal funds must be approved on the federally classified roadway system before a roadway can be included in the TIP.

Indicates if a project is "New," "New-B," or "Return." See page 55 for further explanation.

Draft Version

Project Title

State Route, if applicable

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

FC: 14

MRPID:34

AQ Code:S19

IPD: 0

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

NHPP: Y

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581	45											
CON	185	1,862											
CON	185		2,655										
		1,907	2,655	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,562		Total FY2023-2026		0		Total FY2027-2030		0	

Total For Bucks	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$1,907	\$2,655	\$0	\$0	\$4,562	\$0	\$0

Fund type for each phase; see pages 59 to 66 for explanations. An "*" following a fund type indicates conversion funds for advanced construction phases.

Anticipated Preliminary Engineering, Final Design, Right of Way, Utility, or Construction project phases; see page 58 for discussion.

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see page 57 for discussion.

Funds are in Millions (\$).

"Y" indicates the project is eligible for federal National Highway Performance Program (NHPP) funding

Congestion Management Process (CMP) codes; see page 58 for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 58 for discussion.

Air Quality Code; see pages 55 for explanations

Indicates that a project is identified as a Major Regional Project in the DVRPC long-range plan.

Source: DVRPC 2018

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates. "D6" refers to PennDOT District 6-0.

DVRPC FY2019 TIP FOR PENNSYLVANIA

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CHAPTER 8:

COMPETITIVE PROGRAMS

This section contains lists of projects that have been awarded via regional or statewide competitive programs, which are open to a specialized segment of the public. As projects move through the delivery pipeline, they may or may not show up in the active TIP project listings, but are important to the DVRPC region for demonstrating investments in particular types of infrastructure and potential fund sources.

REGIONAL COMPETITIVE PROGRAMS

Congestion Mitigation and Air Quality (CMAQ) funding was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, and the FAST Act. 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 public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, projects that will reduce idling emissions, and diesel engine retrofits. In order to be eligible to receive CMAQ funds, projects must demonstrate an emissions benefit or a reduction in emissions of Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOCs), and/or fine particulate matter (PM_{2.5}). Federal transportation funding legislation (MAP-21 and Fast ACT) requires that MPOs, such as DVRPC, and state DOTs consider cost effectiveness when selecting CMAQ funded projects.

The FY2019 TIP includes a number of CMAQ funded projects. Many are carryover projects from years prior to MAP-21 legislation. Some of those projects were selected through the traditional TIP Update selection process and some were selected via a Competitive CMAQ Program. DVRPC periodically sets aside a specific amount of CMAQ funds for an open, regional competitive program and the majority of CMAQ funded projects in the FY2019 TIP were selected through this competitive process that considers the magnitude of emissions reduction in the selection process (see MPMS #48201 for the 23 projects selected during the last 2 competitive rounds). The most recent selection process also considered the project's readiness for implementation, the project sponsor's capacity to implement the project, the level of match the project sponsor was contributing, and whether the project benefitted population groups identified in DVRPC's Equity Analysis. The CMAQ Subcommittee of the Regional Technical Committee evaluated the projects and made recommendations to the Board for final selection. In July 2016, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 17 projects worth close to \$21 million CMAQ funding in the DVRPC Pennsylvania counties. The criteria and process for the selection of CMAQ funded projects through the DVRPC Competitive CMAQ Program is an open and transparent process. DVRPC expects to open another Competitive PA CMAQ Program round in FY2019. For more information about the CMAQ Program including the past application and selection criteria, please visit www.dvrpc.org/cmaq.

There are a small number of new projects that have been identified for CMAQ funding in the FY2019 TIP that are not carryover projects and were not selected during the 2016 DVRPC Competitive CMAQ Program. These projects meet the CMAQ eligibility requirements and the emissions benefits will be demonstrated before the projects are authorized for funding. Projects selected in this manner meet the CMAQ Program's goals as well as meeting the TIP selection criteria and are often projects that have considerable benefits for reducing congestion or improving non-Single Occupancy Vehicle mobility.

CMAQ funded projects must improve air quality and reduce congestion. It is an additional goal of the program to fund a diverse set of multi-modal projects that are spread equitably across the region. These projects often have the additional benefits of increasing mobility, supporting transit, increasing the reliability of the region's transportation system and even promoting active transportation. The DVRPC CMAQ program funds a diverse set of multi-modal projects that improve regional air quality and reduce congestion. DVRPC's selection process is performed in a transparent manner that demonstrates responsible stewardship of public funds, meets federal program standards, and enhances mobility in the region.

Regional Trails Program (Phases 1-5) is administered by DVRPC with funding from the William Penn Foundation. It provides funding for targeted, priority trail planning, design, and construction of trail projects to promote a connected, regional network of multiuse trails with Philadelphia and Camden as its hub. The program also provides technical assistance to trail developers, counties, municipalities, and nonprofit organizations. Since 2011 a total of 77 projects have been awarded in the amount of \$15,236,000. For more information, see www.dvrpc.org/Trails/RegionalTrailsProgram/.

Regional Transportation Alternative Set-Aside Program (TA) projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility. The FAST Act apportions \$3,932,000 TA funds annually directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis (see MPMS #64984). A recent competitive round of three years' worth of MPO funding occurred in the fall of 2017, with 10 final project selections in the winter of 2018. For more information, see www.dvrpc.org/TAP/PA/.

Municipal Bridge Retro-Reimbursement Program – DVRPC periodically sets aside a specific amount of state bridge funds that can be used for a competitive program to fund municipal bridge projects that repair or replace structurally deficient bridges using PennDOT's retro-active reimbursement mechanism. PennDOT will pay 80 percent of documented design, engineering, right-of-way, utility, and construction costs (including construction inspection and construction engineering). The local municipality is responsible for 20 percent of the project costs. Project selection for the first pilot round occurred in fall 2014. DVRPC opened Round 2 of the Municipal Bridge Retro-Reimbursement Program on May 1, 2018 and closed it on July 13, 2018. \$10,000,000 has been set aside in MPMS #102105 for Round 2. For more information, see www.dvrpc.org/MBRP/.

Transportation and Community Development Initiative (TCDI) is a grant program that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley (see MPMS #64652). TCDI provides a mechanism for municipalities to improve their communities by implementing their local and county comprehensive plans. It seeks to leverage state and county programs by providing funding in selected areas to undertake planning, analysis, or design initiatives for projects or programs that enhance development or redevelopment and improve the efficiency of the regional transportation system. Funding for the TCDI program comes from a combination of state transportation dollars and federal STP funds. Through fiscal years 2002 to 2019, DVRPC has distributed over \$11,316,000 to the DVRPC Pennsylvania region for TCDI planning grants. For more information, see www.dvrpc.org/TCDI/.

STATEWIDE COMPETITIVE PROGRAMS

Act 89 Multi-Modal Transportation Fund (MTF) provides grants to encourage economic development and improve the safety and reliability of the transportation system. Eligible projects

include: intercity bus and rail service improvement, bus stops, transportation centers, park-and-ride facilities, rail freight sidings, land acquisition for eligible airport development, land interests required for air approach and clear zone purposes, sidewalk-crosswalk safety improvements, bicycle lanes, route designation, in-fill development by assisting with traffic impact mitigation, local highways development, highway noise and sound barriers, bridges, and greenways. Projects may be awarded between \$100,000 and \$3,000,000. The Commonwealth has created two separate competitive grant programs to administer MTF awards:

- ❖ PennDOT's deadline for applications to its latest MTF round was March 30, 2018. See Guidance and Application Materials on PennDOT's Multimodal Transportation website: www.penndot.gov/ProjectAndPrograms/MultimodalProgram/.
- ❖ The Department of Community and Economic Development (DCED), on behalf of the Commonwealth Financing Authority (CFA), accepts MTF applications between March 1 and July 31 of each year. See Guidance and Application Materials on the DCED website: <https://dced.pa.gov/programs/multimodal-transportation-fund/>.

Automated Red-Light Enforcement (ARLE) Rounds 1-7 is a statewide program that targets high crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. Thus far, the program has been implemented within the City of Philadelphia and Abington Township. PennDOT distributes the funds collected from fines via a grant program specifically designated for transportation safety improvements. As of June 2018, the DVRPC region has been awarded a total of \$43,316,000 out of a statewide distribution of \$62,870,000, or 68.9 percent of the statewide distribution. For more information, see www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html.

Annual Rail Freight Assistance Program (RFAP) and Annual Rail Transportation Assistance Program (RTAP) are statewide programs that provide financial assistance for investment in rail freight infrastructure to preserve essential service and stimulate economic development. The maximum state funding for an RFAP project is 70 percent of the total project costs, not to exceed \$700,000. To be eligible for RTAP funding, projects must be listed in the current Pennsylvania Capital Budget. Eligible projects can be funded for up to 70 percent of the total project costs, not to exceed the amount listed in the Capital Budget line item. For more information, see www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx.

Green Light Go was created by Act 89 of 2013 to provide grant funding to reduce congestion and improve the efficiency of traffic signals on state highways in designated corridors. Pennsylvania's Municipal Signal Partnership Program will provide up to \$40 million state funds for the operation and maintenance of traffic signals along critical and designated state highways with a required 20 percent municipal or private cash match. For more information, see www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDGLG.html.

Statewide Transportation Alternatives Set-Aside Program (TA) projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose, while promoting safety and mobility. The FAST Act made available \$17,962,000 TA funds in FY17 and \$18,309,000 in FY18 and thereafter, directly to Pennsylvania for use in selecting projects on a competitive basis. A recent competitive round totaling \$55,000,000 of statewide TA funding occurred in the spring of 2018, with final project selections in the summer of 2018. The

DVRPC region was awarded 25 projects at a cost of approximately \$20.6 million. For more information, see www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx.

Table 17: 2012 DVRPC Competitive CMAQ Program List

County	MPMS	Project Title	Agency Sponsor	Project Type	CMAQ Funding Amount
Bucks	96217	Route 152 Congestion Mitigation Project	Chalfont Borough	Traffic Flow Improvements	\$230,400
	96221	Multi-modal Access to New Britain Train Station	New Britain Borough	Traffic Flow, Bicycle, and Pedestrian Improvements	\$169,600
Chester	96240	Park Road Trail	Upper Uwchian Township	Bicycle and Pedestrian Improvements	\$764,726
	96241	US 202/Boot Road Interchange Area Adaptive Signal Control	West Goshen Township	Traffic Flow Improvements	\$244,000
Montgomery	96218	Fayette Street Interconnection Project	Conshohocken Borough	Traffic Flow Improvements	\$567,775
	96220	Lower Salford Adaptive Traffic System	Lower Salford Township	Traffic Flow Improvements	\$731,000
	96238	Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements	Upper Merion Township	Bicycle and Pedestrian Improvements	\$260,253
	96239	King of Prussia Business Improvement District Transit Shuttle	King of Prussia Business Improvement District	Transit Improvements	\$500,000
Montgomery and Philadelphia	96213	Manayunk Bridge Trail	Montgomery County Planning Commission	Bicycle and Pedestrian Improvements	\$204,246
	96215	City Avenue Adaptive Signals	City Avenue Special Services District	Traffic Flow Improvements	\$800,000
Philadelphia	96222	Enhanced Bike Facility Connection between Gray's Ferry and Bartram's	Mayor's Office of Transportation	Bike and Pedestrian Improvements	\$400,000
	96223	Philadelphia Signal Retiming	Philadelphia Streets Department	Traffic Flow Improvements	\$1,000,000
	96227	Traffic Operations Center Cameras	Philadelphia Streets Department	Traffic Flow Improvements	\$480,000
Regionwide	96236	SEPTA Dual GenSet Diesel Locomotive Repower	SEPTA	Diesel Retrofit	\$1,280,000
					\$7,632,000

Source: DVRPC, 2018

Table 18: 2016 DVRPC Competitive CMAQ Program List

County	MPMS	CMAQ Project Title	Agency Sponsor	Project Type	CMAQ Funding Amount
Bucks	107636	Neshaminy Greenway Trail	Bucks County	Bike / Pedestrian Facility	\$1,823,000
Chester	107630	Paoli Pike Trail Segment D-E	East Goshen Township	Bike / Pedestrian Facility	\$1,736,000
Chester and Delaware	107652	US 202/US 1 ITS Corridor	PennDOT	Traffic Flow Improvements	\$3,300,000
Delaware	107642	Smithbridge Rd. Corridor Improvement Project	Concord Township	Traffic Flow Improvements	\$1,589,500
Delaware	107639	Installation of Adaptive Signal Control Along Route 3	Haverford Township	Traffic Flow Improvements	\$560,000
Delaware	107634	Pedestrian Enhancements for Media	Media borough	Bike / Pedestrian Facility	\$727,854
Delaware	107649	Connecting Wallingford to Mass Transit	Nether Providence Township	Bike / Pedestrian Facility	\$370,168
Montgomery	107650	Easton Road Traffic Signal System Project	Abington Township	Traffic Flow Improvements	\$780,195
Montgomery	107644	Fayette Street Traffic Signal Improvements	Conshohocken Borough	Traffic Flow Improvements	\$870,999
Montgomery	107640	Route 463 Traffic Signal System Project	Hatfield Township	Traffic Flow Improvements	\$913,160
Montgomery	107646	West Main Street Traffic Signal Improvements	Norristown Borough	Traffic Flow Improvements	\$487,825
Montgomery	107633	Plymouth Township CNG	Plymouth Township	Alternative Fuel	\$128,989 Project Cancelled by Township
Philadelphia	107654	Advancing CNG in Philadelphia	Philadelphia (OTIS)	Alternative Fuel	\$2,000,000
Philadelphia	107637	Ramping up to Rapid Transit on Roosevelt Boulevard	Philadelphia (OTIS)	Transit	\$1,999,500
Philadelphia	107648	Reformatting N. 5th Street as a Complete Street	Philadelphia (OTIS)	Traffic Flow Improvements	\$2,020,000
Philadelphia	107632	Fox Chase Lorimer Trail	Philadelphia (Parks)	Bike / Pedestrian Facility	\$868,700
Philadelphia	107631	Navy Yard Contra Flow Loop Shuttle	PIDC	Shuttle	\$416,280
					\$20,592,170

Source: DVRPC, 2018

Table 19: Phase 1 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	Reading to Hamburg Schuylkill River Trail Gap (Leesport section)	Schuylkill River National & State Heritage Area	DES & CON	\$142,630
Berks and Chester	Big Woods/Schuylkill-Hopewell Furnace Trail	PA DCNR	CON - Phase 1, Survey - Phase 2	\$500,000
Bucks	Neshaminy Creek Greenway (Phase I)	Doylestown Township	CON	\$130,148
Bucks	US Route 13 Crossing	PA DCNR	CON	\$471,000
Camden	Baldwin's Run Tributary Trail	Cooper's Ferry Development Corporation (Camden)	DES	\$150,000
Camden	Kaighn's Avenue to Route 130 Connector Trail	Camden County	CON	\$125,000
Chester	Chester Valley Trail Phase III	Chester County	CON	\$500,000
Chester	Phoenixville Schuylkill River Trail Segment – Phase I	Phoenixville Borough	DES & CON	\$285,000
Delaware	Darby Creek Trail	Haverford Township	CON	\$290,000
Mercer	Lawrence-Hopewell Trail: Lewisville Road Section	Lawrence-Hopewell Trail Corporation	CON	\$248,000
Montgomery	Chester Valley Trail Extension	Montgomery County Commissioners	CON	\$325,000
Montgomery	Canal Towpath Spillway Bridge	Montgomery County Commissioners	CON	\$170,000
Philadelphia	Tacony Frankford Greenway Trail	Philadelphia Parks & Recreation	CON	\$500,000
Philadelphia	Schuylkill South	Philadelphia Parks & Recreation	acquisition for future extension of waterfront trail	\$165,000
Philadelphia	Penn Street Trail	Delaware River Waterfront Corporation	DES & CON	\$500,000
Philadelphia	Schuylkill Crossing at Grays Ferry	Delaware River Waterfront Corporation	PE	\$260,000
Philadelphia	Manayunk Bridge	Manayunk Development Corporation	DES	\$400,000
Philadelphia	Spring Garden Street Greenway	Pennsylvania Environmental Council	DES	\$75,000
				\$5,236,778

Source: DVRPC, 2018

Table 20: Phase 2 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	Schuylkill River Trail Monocacy Bridge	Schuylkill River Greenway Association	Study	\$60,000
Bucks	Neshaminy Creek Greenway (Multi-Use Trail Feasibility Study)	Bucks County Commissioners	Study	\$60,000
Burlington	Kinkora Trail Mansfield Township Community Park Connector	Burlington County Board of Chosen Freeholders	Study	\$40,000
Chester	Paoli-Chester Valley Trail Connector	Transportation Management Association of Chester County	Study	\$32,000
Delaware	East Coast Greenway Inactive Railroad Right-of-Way Title Search	Delaware County Planning Department	Study	\$12,000
Chester & Montgomery	Schuylkill River Trail Phoenixville-Mont Clare Connector	Greater Valley Forge Transportation Management Association	Study	\$40,000
Montgomery	Cynwyd Spur Trail Feasibility Study	Lower Merion Township	Study	\$40,000
Montgomery	Powerline Trail Connector	Montgomery Township	Study	\$32,000
Philadelphia	East Coast Greenway: SugarHouse Casino Through Penn Treaty Park	Delaware River Waterfront Corporation	Study	\$60,000
Philadelphia	Frankford Creek Greenway Feasibility Study	Philadelphia City Planning Commission and Philadelphia Parks and Recreation	Study	\$60,000
Philadelphia	Ivy Ridge Trail Feasibility Planning	Manayunk Development Corporation	Study	\$60,000
				\$496,000

Source: DVRPC, 2018

Table 21: Phase 3 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Burlington	Kinkora Trail: Mansfield Community Park Connector	Burlington County Department of Resource Conservation	CON	\$500,000
Camden	Ben Franklin Bridge Walkway Bicycle and Pedestrian Ramp	Delaware River Port Authority	DES & CON	\$400,000
Mercer	Lawrence Hopewell Trail: Carter Road East and West	Lawrence Hopewell Trail Corporation	DES & CON	\$250,000
Bucks	Route 13-Green Lane Trail Connector	Bucks TMA	DES & CON	\$249,000
Bucks	Neshaminy Creek Greenway Design and Engineering	Chalfont Borough	DES	\$188,768
Chester	Phoenixville Schuylkill River Trail: Phase 2	Phoenixville Borough	CON	\$365,000
Delaware	Darby Creek Stream Valley Park Trail	Delaware County	DES & CON	\$500,000
Delaware	Newtown Square Rail Trail	Haverford Township	DES & CON	\$340,000
Montgomery	Tookany Creek Trail: Phase III	Cheltenham Township	CON	\$400,000
Montgomery	Lansdale Liberty Bell Trail	Lansdale Borough	DES & CON	\$160,840
Montgomery & Philadelphia	Manayunk Bridge Trail Construction Engineering Services	Philadelphia Mayor's Office of Transportation and Utilities	DES	\$60,000
Philadelphia	Tacony/Holmesburg Gap Waterfront Trail Design and Engineering	Delaware River City Corporation	DES	\$300,000
Philadelphia	Cobbs Creek Connector Trail	Philadelphia Parks and Recreation	DES & CON	\$275,000
				\$3,988,608

Source: DVRPC, 2018

Table 22: Phase 4 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Bucks	Bridge Street Crossing – D&L Canal Towpath	Morrisville Borough	DES	\$61,000
Bucks	Newtown Branch Rail Trail, County Line to Bristol Road	Bucks County	DES	\$100,000
Burlington	Rancocas Creek Greenway	Burlington County	DES	\$300,000
Camden	Cooper River Trail, Pub Connector	Camden County	DES	\$37,820
Camden	Gloucester Township Bike Path	Camden County	DES	\$217,000
Chester	Chester Valley Trail 4a	Chester County Department of Facilities and Parks	CON	\$200,000
Delaware	Phase II of the Chester Creek Trail	Delaware County	DES	\$208,907
Gloucester	Harrison Trail	Gloucester	DES	\$400,000
Mercer	D&R Canal–Delaware River Heritage Trail Gap	D&R Greenways Land Trust	DES	\$110,000
Mercer	Trenton Wellness Loop	D&R Greenways Land Trust	CON	\$195,000
Montgomery	Cross County Trail	Montgomery County	Study	\$60,000
Montgomery	Chester Valley Trail Extension	Montgomery County	DES	\$150,000
Montgomery	Pennypack Trail Extension	Montgomery County	DES	\$60,000
Montgomery	Schuylkill River Trail – 422 to Moser Road	Montgomery County	CON	\$188,300
Philadelphia	Pennypack Trail Extension – State & Rhawn Crossing	Philadelphia Streets Department	DES	\$60,000
Philadelphia	Spring Garden Street Greenway	Philadelphia Streets Department	DES	\$400,000
Philadelphia	Frankford Creek Greenway	Philadelphia Department of Parks and Recreation	Study	\$56,400
Philadelphia	Martin Luther King Drive Trail	Philadelphia Department of Parks and Recreation	CON	\$500,000
				\$3,304,427

Source: DVRPC, 2018

Table 23: Phase 5 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	Schuylkill River Trail (Monocacy Bridge)	Schuylkill River National and State Heritage Area	DES and CON	\$325,636
Bucks	Neshaminy Creek Trail (Dark Hollow Park)	Bucks County	DES	\$298,836
Bucks	D&L Canal Trail (Tyburn Rd)	The Delaware and Lehigh National Heritage Corridor	CON	\$75,000
Camden	Bridge over NJ Route 130 in Pennsauken Twp	Camden County	FEASIBILITY STUDY	\$14,575
Camden	Riverbirch Trail	Cooper's Ferry Partnership	DES	\$50,000
Camden	Cross Camden County Trail (Upper Great Egg Harbor Seg.) in Winslow Twp.	Camden County	PE	\$200,000
Chester	Warner Spur	Chester County	STUDY	\$80,000
Delaware	Darby Creek Trail (Swedish Cabin to Kent park)	Delaware County	CON	\$115,848
Delaware	Octoraro Trail (Phase I)	Concord Twp	DES	\$250,000
Mercer	Union Transportation Trail (East Windsor Twp Seg.)	East Windsor Twp	STUDY and PE	\$135,000
Mercer	Stony Brook-Millstone Spur in Hopewell Twp	Stony Brook-Millstone Watershed Association	CON	\$64,968
Mercer	Lawrence Hopewell Trail (Dyson Tract)	Lawrence Township	Alternatives Analysis	\$15,600
Montgomery	Schuylkill River Trail and Chester Valley Trail Extension (Norristown Trail Junction Center)	Montgomery County	DES	\$100,000
Montgomery	Wissahickon Trail (Northwestern Avenue)	Montgomery County	STUDY	\$25,000
Montgomery	North Gulph Road Connector	Valley Forge Park Alliance	STUDY	\$60,000
Philadelphia	Cobbs Creek	Trail (Seg. B – Phase I)	DES and CON	\$350,000
Montgomery and Philadelphia	Parkside Cynwyd Trail	Philadelphia Parks and Recreation	DES	\$50,000
				\$2,210,463

Source: DVRPC, 2018

Table 24: TAP Projects Selected for Regional Funding by DVRPC Board on June 26, 2014

County	MPMS #	Project Title	Amount
Bucks	102830	Neshaminy Greenway Trail to Lenape Lane	\$800,000
	102831	Solebury Route 202 Gateway Trail	\$980,859
Chester	102832	Kennett and New Garden Townships Sidewalk Project	\$850,000
	102833	Village of Eagle Trail Connections	\$560,000
Delaware	102834	Pedestrian and Bicycle Accessibility Enhancements	\$420,000
	102835	Hillside Road Pedestrian Safety Improvements	\$530,000
	87119	Walkable Wallingford - Wallingford Ave SRTS	\$225,000
Montgomery	102836	Walk and Bike Pottstown Phase 1 &2	\$1,000,000
	102837	Liberty Bell Trail Connection	\$635,000
Philadelphia	102838	Philadelphia Bike Share Program	\$1,250,000
	102839	South Philadelphia Neighborhood Bikeway	\$250,000
Total			\$7,500,859

Source: DVRPC, 2018

Table 25: TAP Projects Selected for Regional Funding by DVRPC Board on March 24, 2016

County	MPMS #	Project Title	Amount
Bucks	102830	Neshaminy Greenway Trail (Bristol to Upper State	\$1,255,000
Chester	107176	Paoli Pike Trail, Segment C	\$1,000,000
Delaware	107177	Moore Road Sidewalk Projects	\$825,000
	107178	Springfield Township Sidewalk improvements	\$280,000
Montgomery	107179	FWOP, Cross County Trail Final Segment	\$750,000
	107180	Powerline Trail Connection – Phase 1	\$850,000
Philadelphia	107181	Chetlens-Greene Plaza Reconstruction	\$370,000
	107182	City of Philadelphia SRT (Non-Infrastructure)	\$450,000
	107183	Make Way for Children, Expanding Ped. Infrastructure	\$950,000
	107197	Manayunk Bridge Trail Site Amenities	\$600,000
	107198	Safe Spaces for Cyclists: Building a Protected Bicycle Network	\$300,000
Total			\$7,630,000

Source: DVRPC, 2018

Table 26: TAP Projects Selected for Regional Funding by DVRPC Board on January 25, 2018

County	MPMS #	Project Title	Amount
Bucks	110773	Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road)	\$995,000
	110774	Iron Work Creek Sidewalk	\$894,000
Chester	110775	Kennett Area Safer Active Transportation Routes	\$915,000
	110776	Paoli Trail, Segment A	\$483,000
Delaware	110777	Pennsy Trail – Phase II Improvements	\$1,163,000
Montgomery	110778	Jenkintown to Pennypack Trail	\$715,000
	110779	Parkside Cynwyd Trail Extension	\$534,000
Philadelphia	110780	North Broad Street – Vision Zero Priority Corridor	\$300,000
	110781	Renewing Philadelphia’s Historic Streets	\$1,000,000
	110781	Restoration of Historic Shawmont Station	\$1,000,000
Region-wide	64984	Regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291	\$4,000,000
Total			\$11,999,000

Source: DVRPC 2018

Table 27: Round 1 of ARLE (2010 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	92953	Bensalem Signal Improvements (ARLE 1)	2011	CON	\$36,000
	92954	Bristol Sign Replacement (ARLE 1)	2011	CON	\$21,000
	92955	Buckingham Signal Upgrade (ARLE 1)	2011	CON	\$27,000
	92956	Chalfont Fire Station Warning (ARLE 1)	2011	CON	\$70,000
	92957	New Britain Traffic Control (ARLE 1)	2011	CON	\$34,000
	92959	Nockamixon Traffic Signal (ARLE 1)	2011	CON	\$10,000
	92960	Perkasie Route 563/Park Ave Signal (ARLE 1)	2011	CON	\$12,000
Bucks Total					\$210,000
Chester	92961	Charlestown Traffic Control (ARLE 1)	2011	CON	\$10,000
	92962	East Brandywine Traffic Control (ARLE 1)	2011	CON	\$30,000
	92963	East Whiteland Traffic Control (ARLE 1)	2011	CON	\$183,000
	92964	Upper Uwchlan Signal (ARLE 1)	2011	CON	\$615,000
	92965	West Fallowfield Traffic Signal (ARLE 1)	2011	CON	\$41,000
Chester Total					\$879,000
Delaware	92958	Newtown Traffic Signals (ARLE 1)	2011	CON	\$87,000
	92966	Aston Traffic Signal (ARLE 1)	2011	CON	\$34,000
	92967	Haverford Intersection Improvement (ARLE 1)	2011	CON	\$54,000
	92968	Milbourne Pedestrian Safety Improvement (ARLE 1)	2011	CON	\$108,000
	92969	Tinicum 291 & 420 Improvement (ARLE 1)	2011	CON	\$224,000
	92970	Upper Chichester Signs (ARLE 1)	2011	CON	\$19,000
	92971	Yeadon Sign Replacement (ARLE 1)	2011	CON	\$50,000
Delaware County					\$576,000
Montgomery	92972	Hatfield Township (ARLE 1)	2011	CON	\$783,000
	92973	Norristown Traffic Control (ARLE 1)	2011	CON	\$200,000
	92974	Plymouth Germantown Signals (ARLE 1)	2011	CON	\$230,000
	92975	Upper Dublin Signal Improvement (ARLE 1)	2011	CON	\$250,000
	92976	Upper Merion 202 Signal Timing (ARLE 1)	2011	CON	\$302,000
Montgomery Total					\$1,765,000

Source: DVRPC, 2018

Table 27: Round 1 of ARLE (2010 ARLE Funds) (cont.)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Philadelphia	93128	Traffic Signal Retiming Program (ARLE 1)	2011	CON	\$1,500,000
	93130	Adaptive and Responsive Signal Control (ARLE 1)	2011	PE	\$90,000
			2011	CON	\$690,000
	93131	Emergency Battery Back-up (ARLE 1)	2011	PE	\$30,000
			2011	CON	\$230,000
	93132	Intersection Modification Program (ARLE 1)	2011	PE	\$375,000
			2011	CON	\$1,725,000
	93134	Migration of Traffic Signals into Traffic Management Central System (ARLE 1)	2011	CON	\$1,000,000
	93135	Low Cost Safety Improvements at High Crash and High Traffic Locations (ARLE 1)	2011	PE	\$300,000
			2011	CON	\$2,300,000
	93136	Pedestrian Countdown Signals (ARLE 1)	2011	CON	\$230,000
	93138	Radar Speed Trailers (ARLE 1)	2011	CON	\$75,000
Philadelphia Total					\$8,545,000
Total Funds Awarded in Round 1 of ARLE					\$11,975,000

Source: DVRPC, 2018

Table 28: Round 2 of ARLE (2011 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Chester	95403	Caln Township Safety Improvements (ARLE 2)	2012	CON	\$146,000
Chester Total					\$146,000
Delaware	95404	Concord Township Safety Improvements (ARLE 2)	2012	CON	\$205,000
Delaware Total					\$205,000
Philadelphia	93135	Automated Red-Light Enforcement (ARLE 2) - Philadelphia	2012	CON	\$1,500,000
Philadelphia Total					\$1,500,000
Total Funds Awarded in Round 2 of ARLE					\$1,851,000

Source: DVRPC, 2018

Table 29: Round 3 of ARLE (2012 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	97991	Doylestown Township Signals Upgrade (ARLE 3)	2013	CON	\$90,000
	97992	East Rockhill Township Signal Improvements (ARLE 3)	2013	CON	\$17,000
	97997	Doylestown Township Signals (ARLE 3)	2013	CON	\$300,000
	98003	Bensalem Township Signal Upgrade (ARLE 3)	2013	CON	\$60,000
	98006	Warrington Township Safety Improvements (ARLE 3)	2013	CON	\$21,000
Bucks Total					\$488,000
Chester	97989	Franklin Township Safety Improvements (ARLE 3)	2013	CON	\$184,000
	98000	East Whiteland Township Signal Upgrade (ARLE 3)	2013	CON	\$83,000
	98001	Phoenixville Borough Signals (ARLE 3)	2013	CON	\$42,000
	98004	East Whiteland Township Signal Backup (ARLE 3)	2013	CON	\$10,000
	98005	London Britain Township Safety Improvements (ARLE 3)	2013	CON	\$10,000
Chester Total					\$329,000
Delaware	97994	Haverford Township Signal Upgrade (ARLE 3)	2013	CON	\$150,000
	97999	Concord Township Safety Improvements (ARLE 3)	2013	CON	\$55,000
	98002	Chadds Ford Signal Upgrade (ARLE 3)	2013	CON	\$45,000
Delaware Total					\$250,000
Montgomery	97993	Franconia Township Traffic Control (ARLE 3)	2013	CON	\$35,000
	97995	Lower Merion Township Signals (ARLE 3)	2013	CON	\$250,000
	97996	Upper Merion Township Signals (ARLE 3)	2013	CON	\$85,000
	97998	Lansdale Borough Signal Upgrade (ARLE 3)	2013	CON	\$216,000
	98007	Upper Dublin Township Safety Improvements (ARLE 3)	2013	CON	\$72,000
Montgomery Total					\$658,000
Philadelphia	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2013	CON	\$1,500,000
Philadelphia Total					\$1,500,000
Total Funds Awarded in Round 3 of ARLE					\$3,225,000

Source: DVRPC, 2018

Table 30: Round 4 of ARLE (2013 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	102283	SR 313/SR 563 New Traffic Signal (ARLE 4)	2014	CON	\$160,000
	102284	SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)	2014	CON	\$165,000
	102285	County Line Road Intersection Improvements (ARLE 4)	2014	CON	\$183,000
	102288	SR 132 Traffic Signal Communication System (ARLE 4)	2014	CON	\$90,000
Bucks Total					\$598,000
Chester	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)	2014	CON	\$51,000
	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)	2014	CON	\$564,000
	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)	2014	CON	\$445,000
	102295	Parker Ford Safety Improvements (ARLE 4)	2014	CON	\$185,000
Chester Total					\$1,245,000
Delaware	102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)	2014	CON	\$432,000
	102291	SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)	2014	CON	\$82,000
Delaware Total					\$514,000
Montgomery	102297	Spring House Adaptive Signal System (ARLE 4)	2014	CON	\$346,000
	102298	Towamencin Township Signal System Modernization (ARLE 4)	2014	CON	\$180,000
Montgomery Total					\$526,000
Philadelphia	102279	Traffic Calming Program (ARLE 4)	2014	FD	\$400,000
			2014	CON	\$600,000
	102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	2014	FD	\$400,000
			2014	CON	\$800,000
	102281	L.E.D. Street Light Improvement Program (ARLE 4)	2014	FD	\$260,000
			2014	CON	\$590,000
	102282	School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)	2014	CON	\$500,000
	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2014	CON	\$1,400,000
Philadelphia Total					\$4,950,000
Total Funds Awarded in Round 4 of ARLE					\$7,833,000

Source: DVRPC, 2018

Table 31: Round 5 of ARLE (2014 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	104162	Video Traffic Signal Detection Upgrade (ARLE 5)	2015	CON	\$49,000
	104163	Pedestrian Signal Upgrades (ARLE 5)	2015	CON	\$157,000
Bucks Total					\$206,000
Chester	104164	Traffic Signal Head Upgrade (ARLE 5)	2015	CON	\$9,000
	104165	Incident Management Upgrade (ARLE 5)	2015	CON	\$342,000
	104170	Traffic Signal Equipment Upgrade (ARLE 5)	2015	CON	\$73,000
	104171	LED Traffic Signal Upgrade (ARLE 5)	2015	CON	\$61,000
Chester Total					\$485,000
Delaware	104172	Pedestrian Facilities Improvement (ARLE 5)	2015	CON	\$33,000
Delaware Total					\$33,000
Montgomery	104173	Traffic Signal Safety Upgrade (ARLE 5)	2015	CON	\$35,000
	104174	Traffic Signal Improvement (ARLE 5)	2015	CON	\$82,000
	104175	Signal System Upgrade (ARLE 5)	2015	CON	\$202,000
Montgomery Total					\$319,000
Philadelphia	104176	Philadelphia Fiber Optic Network Expansion (ARLE 5)	2015	CON	\$500,000
	104177	Philadelphia Intersection Upgrades (ARLE 5)	2015	CON	\$1,000,000
	104178	Philadelphia Modern Roundabouts (ARLE 5)	2015	CON	\$1,000,000
	104179	Philadelphia Traffic Calming (ARLE 5)	2015	CON	\$1,000,000
Philadelphia Total					\$3,500,000
Total Funds Awarded in Round 5 of ARLE					\$4,543,000

Source: DVRPC, 2018

Table 32: Round 6 of ARLE (2015 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	107458	Perkasie Borough - 2015 ARLE (ARLE 6)	2016	CON	\$109,000
	109910	Lower Makefield Township Traffic Signal Upgrade (ARLE 6)	2016	CON	\$260,000
	109912	Lower Shouthampton Township Pedestrian Improvement (ARLE 6)	2016	CON	\$149,000
Bucks Total					\$518,000
Chester	107459	Schuylkill Township - 2015 ARLE (ARLE 6)	2016	CON	\$188,000
	107460	Willistown Township - 2015 ARLE (ARLE 6)	2016	CON	\$180,000
	109909	Easttown Township Adaptive Signal System (ARLE 6)	2016	CON	\$553,000
Chester Total					\$921,000
Montgomery	107455	Abington Township - 2015 ARLE (ARLE 6)	2016	CON	\$264,000
	107456	Cheltenham Township - 2015 ARLE (ARLE 6)	2016	CON	\$84,000
	107457	Limerick Township - 2015 ARLE (ARLE 6)	2016	CON	\$16,000
Montgomery Total					\$364,000
Philadelphia	109905	Philadelphia Citywide Pedestrian Countdown Signals (ARLE 6)	2016	CON	\$500,000
	109902	Philadelphia Historic Streets Restoration (ARLE 6)	2016	CON	\$200,000
	109907	Philadelphia Citywide Rectangular Rapid Flashing Beacons (ARLE 6)	2016	CON	\$500,000
	109906	Philadelphia Citywide Intersection Modifications (ARLE 6)	2016	CON	\$1,200,000
	109903	Roosevelt Boulevard Bus Rapid Transit (BRT) Pedestrian Safety Improvements (ARLE 6)	2016	CON	\$300,000
	109904	Eakins Oval Low Cost Safety Projects (ARLE 6)	2016	CON	\$300,000
Philadelphia Total					\$3,000,000
Total Funds Awarded in Round 6 of ARLE					\$4,803,000

Source: DVRPC, 2018

Table 33: Round 7 of ARLE (2016 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	110918	Bristol Township Traffic Signal Upgrade (ARLE 7)	2017	CON	\$257,000
	110919	Doylestown Township Pedestrian Improvements (ARLE 7)	2017	CON	\$171,000
	110920	Dublin Borough Pedestrian Signal upgrades (ARLE 7)	2017	CON	\$117,000
Bucks Total					\$545,000
Chester	110922	East Brandywine Township Traffic Signal Upgrade (ARLE 7)	2017	CON	\$39,000
	110923	Kennett Township Unionville Road Corridor Improvement Project (ARLE 7)	2017	CON	\$693,000
	110921	West Whiteland Township Pedestrian Safety Improvement (ARLE 7)	2017	CON	\$258,000
Chester Total					\$990,000
Delaware	110924	City of Chester Traffic Signal Upgrade (ARLE 7)	2017	CON	\$119,000
	110925	Concord Township Pedestrian Improvements (ARLE 7)	2017	CON	\$117,000
	110926	Haverford Township Pedestrian Safety Improvement (ARLE 7)	2017	CON	\$75,000
	110927	Ridley Township Intersection Improvement (ARLE 7)	2017	CON	\$250,000
	110928	Springfield Township Traffic Signal Improvements (ARLE 7)	2017	CON	\$282,000
Delaware Total					\$843,000
Montgomery	110929	Abington Township Traffic Signal Upgrade (ARLE 7)	2017	CON	\$179,000
	110930	Towamencin Township Pedestrian Safety Improvements (ARLE 7)	2017	CON	\$84,000
	110931	West Norriton Township Traffic Signal Upgrade (ARLE 7)	2017	CON	\$196,000
	110932	West Norriton Township Intersection and Signal Upgrade (ARLE 7)	2017	CON	\$417,000
	110933	Whitpain Township Traffic Signal Upgrades (ARLE 7)	2017	CON	\$132,000
Montgomery Total					\$1,008,000
Philadelphia	110934	Philadelphia Citywide Traffic Calming (ARLE 7)	2017	CON	\$1,200,000
	110935	Philadelphia Neighborhood Slow Zones (ARLE 7)	2017	CON	\$1,000,000
	110936	20th St/Penrose Ave/Moyamensing Ave/Packer Ave Intersection Improvement (ARLE 7)	2017	CON	\$1,500,000
	110937	Philadelphia Citywide Fiber Optic Expansion (ARLE 7)	2017	CON	\$1,000,000
	110938	Philadelphia Citywide Pedestrian and Bicyclist Connections (ARLE 7)	2017	CON	\$500,000
	110939	Roosevelt Boulevard Bus Station Pedestrian Safety Improvements (ARLE 7)	2017	CON	\$500,000
Philadelphia Total					\$5,700,000
Total Funds Awarded in Round 7 of ARLE					\$9,086,000

Source: DVRPC, 2018

Table 34: Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion

Funding Year 2013/2014			
Project Sponsor	Project Title	Project Description	Award Amount
East Penn Railroad LLC	WNP Rehabilitation	Surface 10,000 track feet, renew 1 rail/highway grade crossing, and replace 2500 ties on the Perkiomen Line. In addition, surface 20,000 track feet, install 2800 ties, and replace 700 track feet of rail on the Wilmington & Northern Line.	\$439,640
Mittal Steel USA Railways, Inc.	Outbound Yard Rehab	Outbound yard rehabilitation project rebuilding 1,598 feet of track and replacing two turnouts.	\$230,790
James J. Anderson Construction Company, Inc.	Riverside Track Rehab	Rehabilitation of 5,518 feet of Loop Track within JJA's two leaseholds.	\$476,000
Arcelor Mittal Plate, LLC	Slab & Rolling Mill Track	Rehabilitation of 1,582 feet of track and replacement of turnout at the 140"/206" slab and rolling mill building.	\$197,610
Funding Year 2014/2015			
Project Sponsor	Project Title	Project Description	Award Amount
Chester County Economic Development Council	Mogreena Rail Siding	Construct a new 200 foot rail siding.	\$171,990
Consolidated Rail Corporation	Rehabilitation of Industrial Tracks in the Philadelphia Area	Install 4,400 ties, 1,368 feet of timbers, surface 27,081 feet of track in three locations in the Philadelphia area.	\$634,106
Lansdale Warehouse Co., Inc.	Siding Rehabilitation	Remove and replace contaminated ballast, install new drainage system, clear existing drainage system, raise, gage, and level 400 feet of existing siding, install 100 new ties.	\$32,900
Philadelphia Regional Port Authority	Track Rehabilitation at Forest Products Distribution Center (Piers 78-80 Complex)	Replace existing flangeway, install double edge gauge rods and re-spike existing ties, upgrade existing asphalt paving, install rail, ties, switch timbers, bolts, and ballast.	\$278,705

Source: DVRPC, 2018

Table 35: Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion (cont.)

Funding Year 2015/2016			
Project Sponsor	Project Title	Project Description	Award Amount
Consolidated Rail Corporation		Replace three existing railroad diamonds.	\$259,748
Mittal Steel USA Railways, Inc.	Outbound Yard Rehab	Repaired a 310-foot stone masonry retaining wall, and improve 1,085 feet of track and install two turnouts.	\$312,550
Funding Year 2016/2017			
Project Sponsor	Project Title	Project Description	Award Amount
Tyburn Railroad LLC		Construct more than 1,000 feet of new track and install a crossover.	\$420,000
East Penn Railroad LLC,		Install 2,500 new ties and complete five miles of surfacing on the Wilmington Northern line and install 4,000 new ties on the Quakertown line.	\$594,912
Arcelor Mittal Plate LLC		Replace seven turnouts and reconstruct 327 feet of track throughout the company's Coatesville steel plant.	\$274,179
Mittal Steel USA Railways		Reconstruct 790 feet of track and replace six turnouts throughout company's Coatesville property.	\$308,315
Philadelphia Regional Port Authority		Rehabilitate the rail approaching and alongside the Tioga III warehouse at the Tioga Marine Terminal.	\$609,161
Funding Year 2017/2018			
Project Sponsor	Project Title	Project Description	Award Amount
East Penn RR LLC		Rehabilitate 12 miles of track on the Lancaster Northern line and 11 miles of track on the Quakertown line, including tires and track surfacing to maintain safer operation in Berks, Bucks, Lancaster, and Montgomery counties.	\$360,000
Tyburn RR LLC		Rehabilitate about one miles of track at Tyburn Railroad's Morrisville, truck transfer facility, including the replacement of 800 ties and track surfacing to maintain a state of good repair.	\$92,400
Arcelor Mittal Plate, LLC		Replace six turnout and rehabilitate 450 feet of track at Arcelor Mittal Plate's West Yard in Coatesville to improve track conditions.	\$286,944
Mittal Steel USA Railways, Inc.		Rehabilitate approximately 700 feet of track and replace 4 turnouts at Arcelor Mittal Plate's Coatesville plant, including track re-alignment to support the movement of industry standard rail cars.	\$362,943
Phoenix Lithographing Corporation		Construct approximately one mile of track, two turnouts, and an at grade crossing in a Philadelphia industrial park to provide new rail service to Phoenix Lithographing Corp.	\$700,000
Total			\$4,581,152

Source: DVRPC, 2018

Table 36: Rail Transportation Alternative Program for DVRPC Pennsylvania Subregion (RTAP)

Funding Year 2013/2014			
Project Sponsor	Project Title	Project Description	Award Amount
Bucks County Preservation and Restoration Corporation	NHRR 2013 RTAP	Replacement of aging 90 lbs. RDG rail with new 130 or heavier rail.	\$1,827,000
Pennsylvania Northeastern Railroad (PN)	Class II Upgrade	Installation of 6,000 railroad ties and surfacing of 16,000 feet of track.	\$539,000
Funding Year 2014/2015			
Arcelor Mittal Plate, LLC	Modeena Railroad Bridge	Bridge rehabilitation and track replacement.	\$2,800,000
Kinder Morgan Bulk Terminal	Keysonte Industrial Port Complex Expansion Project	Construct 6,600 feet of track with 3 number 10 turnouts and associated drainage facilities and 120 track feet of public grade crossing with the required utility protection, relocation and drainage construction.	\$1,154,300
SMS Rail Service, Inc.	Penn Warner Industrial Park Upgrade and Expansion	Construct one 800 foot siding and install a new switch, remove 7 rail track switches and install new 115 pound or larger switches, install 800 cross ties, and resurface track.	\$613,682
Funding Year 2015/2016			
East Penn Railroad LLC		For turnouts, rail, ties, resurfacing and rebuilding a 2,000-foot siding, as well as replacing 3,800 mainline ties, 110 mainline switch timbers, surfacing five mainline turnouts and 18,750 feet of mainline track.	\$665,000
Total:			\$7,598,982

Source: DVRPC, 2018

Table 37: CFA/DCED Multimodal Transportation Fund (MTF) Awards

County	Project Title	Applicant	Award
Bucks	Bristol Borough Day Docks and Access Pier	Borough of Bristol	\$700,784
	2015 MTF	Borough of Perkasie	\$283,171
	Delaware Valley University Pedestrian Safety Improvements	Delaware Valley University	\$1,011,826
	Bustleton Pike/2nd Street Pike	Northhampton Township	\$350,000
	Woodbourne Road Quiet Zone	Township of Middletown	\$177,800
	Richboro Village Streetscape	Addisville Commons LP	\$800,000
	University Village	Borough of New Britain	\$600,000
	Brownsville Road Streetscape	Lower Southampton Township	\$400,000
	New Hope Borough	Bridge Street Pedestrian Improvements	\$92,980
	Richboro Sidewalk Connections	Northampton	\$500,000
	Green Street Improvements	Silverdale Borough	\$147,444
Chester	Route 23 Transportation Improvements	400 Westside LP	\$188,859
	Wayfinding 2015	Borough of Phoenixville	\$126,000
	Local Highway Development	Communications Test Design, Inc.	\$612,724
	West James Street Rehabilitation	Honey Brook Borough	\$161,553
	North Coventry Street Light Conversion to LEDs	North Coventry Township	\$70,000
	Intersection Improvements at Jennersville Village	Penn Township	\$276,409
	Roadway Improvement on Porthouse Road & PA Route 29	Phoenixville Area School District	\$325,000
	Multimodal Transportation Fund (MTF)	Borough of Malvern	\$400,000
	Sadsbury Commons	Sadsbury Commons L.P.	\$916,300
	Woodbine Road Multi-Use Trail	Borough of Downingtown	\$235,000
	Multimodal Transportation Center	Borough of Oxford	\$540,000
	Oxford Borough Downtown Core Access Improvements	Borough of Oxford	\$285,822
	Coatesville gateway transportation Improvements	DEPG Coatesville Associates LP	\$900,000
	Kennett Active Transportation Trails Project	Kennett Township	\$1,200,000
	Kennett Area Multimodal Network	Kennett Township	\$500,000
	New garden Township	Baltimore Pike and Newark Road Intersection Improvements Project	\$600,000
	Newlin Township	Laurel Road Flood Damage Repair	\$754,354
	CTDI's Warehouse, Distribution, and Logistics Center Project	Parsons Coatesville, LLC	\$114,178

Source: DVRPC 2018

Table 38: CFA/DCED Multimodal Transportation Fund (MTF) Awards (cont.)

County	Project Title	Applicant	Award
Delaware	Concord Road & Donnelly Avenue Community Center Roundabout	Aston Township	\$315,000
	Concord Road & MacIntyre Drive Roundabout	Aston Township	\$332,500
	Aston Township Streetscape Improvements	Aston Township	\$1,000,000
	Pennell Road Pedestrian Streetscape Improvements Phase 2	Aston Township	\$500,000
	Lancaster Avenue Pedestrian Bridge	Villanova University	\$3,000,000
	Stoney Creek Yard Reconfiguration Project	Consolidated Rail Corporation	\$1,000,000
	N. Wayne Ave./Poplar Ave. Pedestrian Improvements	Radnor Township	\$147,634
	Saxer Ave. & Brookside Road Improvements	Springfield Township	\$873,315
	Darby Road Streetscape Improvements	Township of Haverford	\$450,000
	Multimodal Transportation Fund Program	Penn Terminals Inc	\$744,747
	Cabrini University Connectivity and Pedestrianization Project	Cabrini University	\$675,000
	Gateway Slope Multi-use Path	Lansdowne Borough	\$300,000
	Marple Township Transportation Project	Marple Associates LLC	\$2,000,000
	Bikeable and Walkable Wallingford	Nether Providence Township	\$501,500
	Pedestrian Promenade	Villanova University	\$525,000
	West Chester Pike and North Malin Road Improvements	Marple Township	\$261,191
	Wayfinding System	Media Borough	\$372,419
	North Wayne Avenue and Eagle Road Pedestrian Improvements	Radnor Township	\$250,000
	Chester Pike Bus Shelter Rehab	Sharon Hill Borough	\$315,315
	West Sproul Road Intersection Improvements Project	Springfield Township	\$283,136
	Darby Road Streetscape Improvements – Phase II	Township of Haverford	\$250,000
	Aronimink Station Streetscape Project	Upper Darby Township	\$326,632
	Drexel Hill/Garrettford Fire Company Sidewalk Rehabilitation	Upper Darby Township	\$83,254
	Lancaster Avenue Pedestrian Promenade North	Villanova University	\$1,363,682
Montgomery	Ensuring Safe Multimodal Transportation in Abington Townships	Abington Memorial Hospital	\$51,730
	Old York (PA611) & Susquehanna Road Intersection	Abington Township	\$812,486
	Connecting Abington & Jenkintown: A Complete Streets Plan	Abington Township	\$1,000,000

Source: DVRPC 2018

Table 39: CFA/DCED Multimodal Transportation Fund (MTF) Awards (cont.)

County	Project Title	Applicant	Award
Montgomery	Pennypack Elementary School Pedestrian Bridge Reconstruction	Borough of Hatboro	\$225,572
	Elkins Pak West Transp. & Pedestrian Improvements II & III	Cheltenham Township	\$350,000
	Elkins Pak West Transp. & Pedestrian Improvements III	Cheltenham Township	\$500,000
	Colebrookdale Railroad Pottstown Multimodal Terminal	Colebrookdale Railroad Preservation Trust	\$676,029
	Conshohocken Park & Ride	McRoseland Washington Street, LP	\$400,000
	Cowpath Road & Orvilla Road Intersection Improvements	Hatfield Township	\$280,000
	Horsham Road – Limekiln Pike Intersection Improvements	Horsham Township	\$1,000,000
	Sanatoga Interchange Improvements	Limerick Township	\$2,102,304
	Spring House Roadway Improvement Project	Lower Gwynedd Township	\$1,027,470
	SR 63 Roadway & Structure Improvement Project	Lower Salford township	\$787,810
	Upper Perkiomen Valley Wayfinding	PerkUp Corporation	\$275,000
	Upper Dublin/PA Turnpike Zip Ramp	Upper Dublin Township	\$2,037,739
	Philmont Avenue SEPTA Parking Garage	BT Philmont LP	\$1,000,000
	East Norriton Township Sidewalk Improvements	East Norriton Township	\$100,000
	Gwynedd Mercy University pathways to Success	Gwynedd Mercy University	\$1,000,000
	Philmont Avenue/Pine Road/Tomlinson Road Intersection Improvements	Lower Moreland Township	\$420,000
	Royersford 3 rd & Main Pedestrian Improvements	Royersford Borough	\$121,529
	Fort Washington Cross County Trail & Road Diet – Mid Section	Upper Dublin Township	\$400,000
	Crow Creek Trail	Upper Merion Township	\$1,250,000
	LED Street Light Project	West Pottsgrove Township	\$90,000
	LED Street Light Replacement	Borough of Trappe	\$72,719
	Ursinus College Pedestrian Safety	Ursinus College	\$186,485
	SR 0063 (Forty Foot Road) Roadway Improvement Project	Towamencin Township	\$825,000
	Fort Washington Cross County Trail & Road Diet-Mid Section	Upper Dublin Township	\$800,000
	Plymouth-Whitemarsh High School Safe Route to Schools	Whitemarsh Township	\$250,000
	Turnpike Sound Barriers	Worcester Township	\$999,604

Source: DVRPC 2018

Table 40: CFA/DCED Multimodal Transportation Fund (MTF) Awards (cont.)

County	Project Title	Applicant	Award
Philadelphia	City Avenue Project	City Avenue Special Services District of Philadelphia & Lower Merion	\$2,050,000
	Knitting the Network - Philadelphia Bicycle Facilities	City of Philadelphia Streets Department	\$400,415
	Philadelphia's Bike Share Program	City of Phila., Mayor's Office of Transportation	\$799,585
	Philadelphia's Bike Share Program	City of Phila., Mayor's Office of Transportation	\$300,000
	Penn's Landing Multimodal Accessibility Improvements Project	Delaware River Waterfront Corporation	\$625,000
	Frankford Transit Oriented Development Project	Frankford Community Development Corporation	\$132,755
	Lower Germantown Complete & Green Streets Project	Philadelphia Water Department	\$250,000
	University City High School Redevelopment	Wexford Science & Technology, LLC	\$600,000
	37 th Street Walkway	University City Science Center	\$500,000
	40 th Street Trolley Portal	University City District	\$800,000
	CHOP Schuylkill Avenue Pedestrian Bridge Project	The Children's Hospital of Philadelphia	\$1,000,000
	Innovation District Gateway	Philadelphia Industrial Development Corporation	\$461,747
	Park Towne Place Pedestrian Connectivity Project	AIMCO/Park Towne Place Associates GP, LLC	\$1,000,000
	Spring Garden Street Connector Project	Delaware River Waterfront Corporation	\$800,000
	The gallery – Pedestrian Intermodal Enhancements	PREIT Associates, LP	\$1,059,500
	Yorktown Complete & Green Street Project	Philadelphia Water Department, Office of Watersheds	\$300,000
	South Broad Street Improvements	City of Philadelphia Streets Department	\$100,000
	Main Street Manayunk Pedestrian & Lighting Improvements	City of Philadelphia, Commerce Department	\$1,210,000
	Chestnut Hill Commercial Corridor Pedestrian Lighting Improvements	City of Philadelphia, Commerce Department	\$500,000
	Philadelphia's Bike Share Program	City of Philadelphia, Office of Transportation & Infrastructure Systems	\$102,764

Source: DVRPC 2018

Table 41: CFA/DCED Multimodal Transportation Fund (MTF) Awards (cont.)

County	Project Title	Applicant	Award
Philadelphia	Indego Bike Share for New Philadelphia Residents	City of Philadelphia, Office of Transportation & Infrastructure Systems	\$138,439
	Transportation into Transformation	Lincoln Square 1766 Associates, LLC	\$1,500,000
	North 5 th Street Commercial Corridor Streetscape Improvements	Nueva Esperanza	\$100,000
	Logan Pointe Streetscape, Public Transportation & Pedestrian Safety	Philadelphia Redevelopment Authority	\$1,200,000
	Schuylkill Banks Bartram's to 61 st Street Engineering & Construction	Schuylkill River Development Corporation	\$900,000
	Headhouse Plaza Redevelopment Project	South Street Headhouse District	\$525,000
	Market East Headhouse in Philadelphia	National Real Estate Development, LLC	\$376,736
	Lehigh Viaduct Underpass Revitalization	Olde Richmond Civic Association	\$215,290
	Improvements at Summerdale & Adams and Roosevelt Boulevard	Philadelphia City Treasurer, Streets Department	\$500,000
	Century Park at Park Towne Place	Philadelphia City Treasurer, Streets Department	\$848,485
	Vision Zero: Safer Streets Around Schools	Philadelphia City Treasurer, Streets Department	\$500,000
	Pennsylvania Avenue, Phase 2	Philadelphia City Treasurer, Streets Department	\$436,340
	Logan Pointe Streetscape, Public Transportation & Pedestrian	Philadelphia Redevelopment Authority	\$1,800,000
	Community Access Project	Saint Joseph's University	\$500,000
Total			\$70,714,062

Source: DVRPC, 2018

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CHAPTER 9: PROJECT LISTINGS

HIGHWAY PROJECTS FOR THE
FY2019 TIP

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS US 202 to Park Avenue

D6 Est Let: 12/8/2022 Est Let Date: 12/8/2022

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:119

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC: 16

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

Provide a two lane extension of Bristol Road from Business Route 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on Business Route 202 and turning movements at the Business Route 202/PA 152 intersection. Project may involve relocation of SEPTA siding track, a bridge across the wetlands, widening the intersection at Bristol Road and Business Route 202 to provide right and left turning lanes, providing maintenance of traffic during construction, redesigning traffic signals and rail road crossing gates at Business Route 202 and Bristol Road extension and coordination with SEPTA.

Project CMP (Congestion Management Process) commitments include sidewalks, signal and intersection improvements, turning movement enhancements, and coordination with SEPTA. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	581	1,273											
FD	581					1,715							
FD	581						76						
ROW	581								208				
ROW	581								731				
ROW	581								2,715				
UTL	581								138				
UTL	581								554				
CON	STP											11,406	
CON	581											2,852	
		1,273	0	0	0	1,715	76	0	4,346	0	0	14,258	0
		Total FY2019-2022		1,273		Total FY2023-2026		6,137		Total FY2027-2030		14,258	

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Bucks

MPMS# 12931 **Worthington Mill Rd Br (Bridge)**

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

D6 Est Let: 2/13/2020 Est Let Date: 2/13/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Northampton Township; Wrightstown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over the Neshaminy Creek on Worthington Mill Road between Swamp Road and Twining Bridge Road in Northampton and Wrightstown Townships. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185			1,075									
ROW	STP				222								
ROW	185				55								
UTL	STP				230								
UTL	185				57								
CON	STU							6,697					
CON	581							369					
CON	185							1,306					
		0	0	1,075	564	0	0	8,372	0	0	0	0	0
		Total FY2019-2022		1,639		Total FY2023-2026		8,372		Total FY2027-2030		0	

MPMS# 12965 **Lawn Avenue SR:4033**

LIMITS Maple Avenue to Farmers Lane

D6 Est Let: 1/15/2021 Est Let Date: 1/15/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

Reconstruct roadway, curbs, sidewalks, and walls. Construct new sidewalk and curbs in areas currently without them. Perform a minor relocation of one horizontal curve. Install new drainage facilities as required. Relocate affected water and sanitary sewer lines as required. A portion of the roadway from Noble St to Maple Ave is proposed to be turned back to the borough upon completion of the project. Upon completion of the project sidewalk will be in place from Grandview Hospital to the borough center.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	306											
FD	581	76											
ROW	581		437										
UTL	581							380					
UTL	581							1,520					
CON	STU									11,300			
CON	581									2,825			
		382	437	0	0	0	0	1,900	0	14,125	0	0	0
		Total FY2019-2022		819		Total FY2023-2026		1,900		Total FY2027-2030		14,125	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13014 *Clay Ridge Road Bridge Over Beaver Creek (CB #30)*

LIMITS Over Beaver Creek

D6 Est Let: 12/10/2020 Est Let Date: 12/10/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Reconstruction of a 1909 reinforced concrete arch bridge located in Tinicum Township. The bridge is 25 feet long and is identified as County Bridge #30.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	BOF	186											
FD	183	35											
FD	LOC	12											
ROW	BOF		51										
ROW	183		10										
ROW	LOC		3										
UTL	BOF		60										
UTL	183		11										
UTL	LOC		3										
CON	BOF			1,306									
CON	183			244									
CON	LOC			81									
		233	138	1,631	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,002		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13240 *Old Bethlehem Road Bridge Over Kimples Creek SR:4101*

LIMITS Over Kimples Creek

D6 Est Let: 2/14/2019 Est Let Date: 2/15/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services, a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands. The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	3,157											
CON	185	789											
		3,946	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,946		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 13248 *Walnut Street Bridge Over Perkiomen Creek (CB #13) SR:7009*

LIMITS Over Perkiomen Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Perkasio Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project. The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		0		Total FY2023-2026		0		Total FY2027-2030		0	

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Bucks

MPMS# 13249 *Stone Bridge Road (Bridge) (CB #45) SR:7009*

Return

LIMITS Over Deep Run

D6 Est Let: 3/15/2019 Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bedminster Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	1,486											
CON	LOC	372											
		1,858	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,858		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 13296 *Rickert Road Bridge Over Morris Run Creek (CB #21) SR:7009*

LIMITS Over Morris Run Creek

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing two lane bridge without shoulders with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	BOF	2,004											
CON	183	376											
CON	LOC	125											
		2,505	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,505		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13377 *Main St over SEPTA (Bridge)*

LIMITS Sellersville Borough

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Sellersville Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 12

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581	45											
CON	185	1,862											
CON	185		2,655										
		1,907	2,655	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,562		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 13440 *Allentown Road and PA 663 Bridges (2) Over Licking Creek SR:0663*

LIMITS Over Licking Creek

D6 Est Let: 8/23/2018 Est Let Date: 4/26/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14G

The project includes the replacement of 2 bridges: one carrying PA 663 over Unami Creek, and one carrying Allentown Road Bridge over Licking Creek. The replacement of the PA 663 Bridge over Unami Creek will be designed for sufficient width to accommodate staged traffic control during construction of the roadway widening. The structure will also be designed to be able to accommodate structural and hydraulic considerations for future widening to a five-lane section. This project also includes the widening of Allentown Road at the S.R. 0663 intersection to accommodate a two-lane section with a left turn lane on the southbound approach as well as the turning movement requirements for the WB-50 design vehicle with the minimum approach work possible. The northbound approach will be designed for a minimum two-lane section with the possibility of a left turn lane investigated; the replacement of the existing traffic signal equipment at the PA 663 intersection with Allentown Road and revisions to the traffic signal phasing and timing to improve operational inefficiencies, and the reconstruction of the existing pavement within the project limits.

All work on PA 663 and Allentown Road will be reduced in length from the original design to that which is necessary to meet required left turn lane and taper lengths and hydraulic considerations for the Unami Creek Bridge and Licking Creek Bridge. It is anticipated that approximately 2,420 feet of PA 663 and approximately 600 feet of Allentown Road will be reconstructed.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	2,765											
CON	NHPP	4,534											
CON	185	1,825											
		9,124	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,124		Total FY2023-2026		0		Total FY2027-2030		0	

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13549 **US 1 (Bridges) Design (Section 03S) SR:0001**

LIMITS PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Middletown Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Pennel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the S.R. 8017 (Street Road), S.R. 8019 (PA Turnpike), S.R. 8055 (Neshaminy/Rockhill Drive), and S.R. 8067 (Pennel/Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of eight (8) bridges, rehabilitation of one (1) bridge, the removal of one (1) bridge, the construction of six (6) retaining walls and the potential construction of two (2) noise walls. The bridges to be replaced are those which carry S.R. 0001 over S.R. 0132 (Street Road) (1B), I-0276 (the PA Turnpike) (9B), the PA Turnpike (Ramps I and J) (2B), S.R. 2044 (Rockhill Drive) (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries S.R. 2025 (Bristol Road) over Route 1 (10B) and the bridge that carries West Interchange Road over S.R. 0001 (11B) are also to be replaced. The bridge that is to be removed (3B) currently carries S.R. 0001 (Route 1) over a closed private access road. The rehabilitated bridge carries S.R. 0001 over Highland Ave. (S.R. 2008).

See MPMS 93444, 93445, and 93446 for the construction sections.

The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company, the Roosevelt Cemetery and the Railroad.

Project CMP (Congestion Management Process) commitments are currently under development.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	2,867											
FD	185	716											
FD	NHPP		5,855										
FD	STU		191										
FD	185		1,966										
FD	NHPP			2,012									
FD	STU			5,000									
FD	185			1,250									
		3,583	8,012	8,262	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		19,857		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13606 *Hulmeville Avenue Bridge Over Conrail SR:2047*

LIMITS Over Conrail

D6 Est Let: 7/12/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I

The project consists of the replacement of the existing Hulmeville Avenue bridge. The bridge carries two lanes of traffic over three tracks of the former Reading Railroad that is now operated by CSX. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The existing span arrangement will be maintained due to the location of the existing railroad facilities. It should be noted that this span arrangement may be revised during the detailed design phase due to discussions between CSX and SEPTA to provide four (4) tracks throughout the project area. An understanding between the parties is that any overhead bridge replacement must accommodate an additional track.

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls. The replaced bridge will consist of a three-span continuous prestressed composite concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access. There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge. Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	185	5,065											
		5,065	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,065		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13607 *Upper Ridge Road Bridge Over Unami Creek SR:4033*

LIMITS Over Unami Creek

D6 Est Let: 3/28/2019 Est Let Date: 3/28/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Milford Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves removing and replacing the existing bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete- the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. The existing Upper Ridge Road (S.R. 4033) bridge is structurally deficient and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height cracks.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	185	106											
CON	185				3,710								
		106	0	0	3,710	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,816		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13635 *Oxford Valley Road/Lincoln Highway Intersection Improvements SR:2029*

LIMITS At US 1 and Bristol/Levittown Parkway

D6 Est Let: 12/7/2023 Est Let Date: 12/7/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Falls Township; Middletown Township

FC: 16; 17

AQ Code:R1

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

Intersection improvements, including the addition of turn lanes from Oxford Valley Road onto Route 1, and the realignment of Levittown Parkway.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	TOLL												
PE	STU		734										
FD	LOC			56									
ROW	STP								2,990				
ROW	STU								787				
ROW	581								945				
UTL	STP								10				
UTL	581								3				
CON	STU									6,451			
CON	581									1,613			
		0	734	56	0	0	0	0	4,735	8,064	0	0	0
		Total FY2019-2022				Total FY2023-2026				Total FY2027-2030			
		790				4,735				8,064			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13716 **Headquarters Road Bridge Over Tinicum Creek SR:1012**

LIMITS Over Tinicum Creek

D6 Est Let: 4/12/2019 Est Let Date: 4/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Tinicum Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Headquarters Road Bridge over Tinicum Creek in Tinicum Township, Bucks County. This bridge is structurally deficient, functionally obsolete, and currently closed to traffic due to its deteriorated condition. The bridge is a contributing resource to the Ridge Valley Rural Historic District which is listed in the National Register of Historic Places. A final alternative for bridge rehabilitation or replacement is determined upon completion of the review process required by the National Environmental Policy Act (NEPA) and its supporting regulations.

The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tinicum Creek. No utility conflicts are anticipated.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	BOF		1,631										
CON	TOLL												
CON	TOLL												
CON	BOF			1,623									
CON	TOLL												
CON	BOF				1,150								
		0	1,631	1,623	1,150	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,404		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13727 *Bristol Road Intersection Improvements SR:2025*

LIMITS PA 513/Hulmeville Road to Old Lincoln Highway

D6 Est Let: 4/12/2020 Est Let Date: 2/14/2019

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Bensalem Township

FC: 16

AQ Code:R1

PLAN CENTER:

IPD: 18

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I, 12A

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11-foot travel lanes, an 11-foot center left-turn lane and 2-foot shoulders. The proposed shoulder improvements will be full-depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol Road include: Old Lincoln Highway, Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Third Avenue/Richlieu Road, Bensalem Boulevard and Pasqualone Boulevard. Reconstruction is proposed for each signal, including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance.

There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. New sidewalks and ADA ramps are proposed along the corridor from Neshaminy Mall to Richlieu Road. As a result of the improvements to SR 2025, approximately 65 parcels will be affected by either required ROW takes and/or temporary easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township.

The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. This work has been completed under an HOP contract by a private development entity.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP		2,065										
CON	STU		304										
CON	581		592										
CON	STU			2,368									
CON	581			592									
CON	STU				4,370								
CON	581				1,092								
CON	STU					4,000							
CON	581					1,000							
		0	2,961	2,960	5,462	5,000	0	0	0	0	0	0	0
		Total FY2019-2022		11,383		Total FY2023-2026		5,000		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 17918 *I-95, Transit Improvements/FLEX (Cornwells Heights)*

LIMITS Cornwells Heights Shuttle Bus Operations

No Let Date

IMPROVEMENT Other

NHPP: Y

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD: 18

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 12A

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the Cornwells Heights SEPTA Station and adjacent PENNDOT Park and Ride lot. This service serves as a CMP (Congestion Management Process) commitment for I-95 reconstruction projects.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	STP	504												
CON	LOC	126												
CON	STP		529											
CON	LOC		132											
CON	STP			529										
CON	LOC			132										
CON	STP				529									
CON	LOC				132									
		630	661	661	661	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,613		Total FY2023-2026				0	Total FY2027-2030			0

MPMS# 36475 *Mill St. Grade Xing*

New

LIMITS Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project will upgrade RRX Warning Devices.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	RRX			22										
CON	RRX				203									
		0	0	22	203	0	0	0	0	0	0	0	0	
		Total FY2019-2022			225	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 49315 *Portzer Road Roundabout SR:6309*

LIMITS Route 663 to Route 309

D6 Est Let: 1/16/2020 Est Let Date: 10/18/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:118

MUNICIPALITIES: Milford Township; Richland Township

FC: 17

AQ Code:NRS

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/T. Stevenson

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14C

This project involves construction of a roundabout at the intersection of Portzer Road (T-354) with SR 4063 (Old Bethlehem Pike) in Milford and Richland Townships, Bucks County.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	55											
ROW	581	82											
UTL	STP	109											
CON	STP				1,242								
CON	581				310								
		246	0	0	1,552	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,798		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 50634 *County Line Road Restoration (M04)(3R) SR:2038*

LIMITS Kulp Road to PA 611

D6 Est Let: 3/14/2019 Est Let Date: 3/14/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township

FC: 14

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B

This is a 3R project from Kulp Road to PA 611 and is approximately 2.8 miles in length. The existing roadway consists of two 10' lanes and intermittent shoulders that vary from 2' to 12'. The proposed roadway will consist of milling and overlay and widening to provide two 11' lanes and 5' shoulders. A left turn lane southbound at Titus Ave. will be added. Existing sidewalk and curb is intermittent and will remain/replaced in-kind. One bridge will be replaced and will match the roadway cross section. This project will be coordinated with MPMS #64779.

Typical components of a "3R" project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a "3R" project is to make improvements necessary to bring the road up to current standards.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	849											
UTL	581	212											
CON	STU		1,081										
CON	NHPP		2,852										
CON	581		983										
CON	NHPP			3,933									
CON	581			983									
		1,061	4,916	4,916	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		10,893		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57619 **Route 313 Corridor Improvements SR:0313**

LIMITS Ferry Road to Broad Street

D6 Est Let: 2/17/2020 Est Let Date: 2/17/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: New Britain Township; Plumstead Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

This project includes corridor improvements along PA 313 (Swamp Road). Project provides for intersection improvements (left turn lanes) at PA 313 and Ferry Road. A center left turn lane will be provided for the length of the project. Two bridges will be reconstructed.

SAFETEA DEMO #2662, PA ID# 466 - \$1.6 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	473											
FD	581	118											
ROW	NHPP		874										
ROW	581		219										
UTL	NHPP		350										
UTL	581		87										
CON	NHPP				3,014								
CON	581				753								
CON	NHPP					3,014							
CON	581					753							
CON	STU						112						
CON	NHPP						2,902						
CON	581						753						
CON	NHPP							3,014					
CON	581							753					
		591	1,530	0	3,767	3,767	3,767	3,767	0	0	0	0	0
		Total FY2019-2022		5,888		Total FY2023-2026		11,301		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57625 **Route 232, Swamp Road Safety Improvements SR:0232**

LIMITS Neshaminy Creek to PECO Right-of-Way

D6 Est Let: 10/4/2018

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Wrightstown Township

FC: 16

AQ Code:R3

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

CON (\$4,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	HSIP												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 State Road SR:2002

LIMITS Elm Street to Neshaminy Creek

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project is located in Croydon, within Bristol Township, Bucks County. The scope of the project entails full depth pavement reconstruction for approximately 2.2 miles of SR 2002 (State Road) from the bridge crossing the Neshaminy Creek (eastern abutment) to the intersection with SR 0413 (New Rodgers Road).

The main purpose of the State Road Rehabilitation Project is to repair/replace the existing deteriorated pavement and to improve stormwater drainage. Curbing (to control and provide safe access and manage drainage), shoulder widening, addition of left turn lanes at State Road and Cedar Avenue (SR 2011) and traffic signal upgrades are also proposed.

Specifically, the existing 11-foot travel lanes will be widened to a 14-foot eastbound lane and a 12-foot westbound lane/8-foot parking lane (curb both directions) for the western 1.6 miles. Further east, the roadway will be widened to a 12-foot lane with 8-foot shoulder each direction. Adjustments to cross slopes and vertical profile will improve drainage.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	265											
FD	581			2,679									
ROW	STU							1,013					
ROW	581							317					
UTL	STU							1,621					
UTL	581							405					
CON	STU										3,322		
CON	STU										13,289		
		265	0	2,679	0	0	0	3,356	0	0	16,611	0	0
		Total FY2019-2022				2,944				Total FY2023-2026			
								3,356		Total FY2027-2030			
											16,611		

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64781 **Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036**

LIMITS Over Branch of Neshaminy Creek

D6 Est Let: 4/9/2021 Est Let Date: 4/9/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves the rehabilitation of a single span concrete non-composite adjacent box beam bridge carrying S.R. 2036 (Swamp Road) over an unnamed tributary to Neshaminy Creek in Newtown Township, Bucks County, PA. The bridge is located between the entrance to the Nob Hill Residential Development and the western entrance to the Bucks County Community College. The Historic Temora Farm Property is located on the north side of the bridge and roadway and the Tyler Run State Park is on the south side. Stone retaining walls extend east and west of the existing bridge along the northern side of the roadway. A driveway is located northeast of the bridge providing access to the Temora Farm. A small structure integral with the walls along the roadway carries this driveway over a branch of the creek.

The superstructure of the existing bridge was replaced with a non-composite superstructure under an emergency contract in 2007. The existing bridge has a single 28 foot span and a clear roadway width of 23.5 feet.

This proposed project will rehabilitate the existing non-composite bridge superstructure with the installation of composite bridge deck maintaining the existing 23.5 clear roadway width. The existing stone masonry walls northwest and northeast of the bridge will be replaced. The Temora Farm driveway drainage structure will be replaced in conjunction with the wall replacement.

The goal of this project is to complete the work described above with as minimal disturbance to the surrounding area as possible. In order to achieve this goal, the horizontal and vertical alignment of the bridge will be maintained. Roadway reconstruction will be limited to immediate roadway within the limits of the approach to rehabilitated bridge deck and to new walls and driveway drainage structure. Guide rail, signing, and pavement markings will be updated as well. During construction, traffic will be maintained utilizing a detour.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	391											
PE	185	98											
FD	185	212											
FD	581	849											
ROW	STP		531										
ROW	185		133										
UTL	185		365										
CON	STP								4,451				
CON	185								1,113				
		1,550	1,029	0	0	0	0	0	5,564	0	0	0	0
		Total FY2019-2022		2,579		Total FY2023-2026		5,564		Total FY2027-2030		0	

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Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Bristol Borough; Yardley Borough

FC:

AQ Code:X12

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

The proposed structure will be a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

The existing Delaware Canal Aqueduct and Tow Path Bridge are located over Brock Creek in Delaware Canal State Park, Yardley Borough. The Delaware Canal runs in a northwest to southwest direction through Yardley, almost parallel to Main Street. The Aqueduct is just northwest of the crossing of S.R. 332/Afton Avenue and carries the Delaware Canal over Brock Creek. At the project location, the Delaware River flows parallel to the Delaware Canal approximately 1000 feet northeast of the site.

The existing Aqueduct is a single span reinforced concrete u-slab, having a 24-inch depth, with reinforced concrete abutments and wingwalls. The existing tow path bridge is a single span reinforced concrete arch located on the same substructure as the aqueduct, although it appears to have been constructed at different times. Both of the structures have a clear span of 27.3' and are located on a skew of approximately 61° to Brock Creek. The structures of interest are located in a very flood prone location. It is believed that the low under clearance and short span of the existing aqueduct coupled with debris further reducing the hydraulic opening is the primary reason for flooding.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	STU	1,418											
CON	TOLL												
		1,418	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,418		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 *Bridge Replacement Brownsville Road*

LIMITS Brownsville Road over Neshaminy Creek

D6 Est Let: 1/21/2019 Est Let Date: 1/21/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

This project involves rehabilitating or replacing the Bridge at Brownsville Road over Neshaminy Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	796											
ROW	STP	225											
ROW	185	56											
UTL	185	69											
UTL	581	276											
CON	185				1,505								
CON	185					6,202							
		1,422	0	0	1,505	6,202	0	0	0	0	0	0	0
		Total FY2019-2022		2,927		Total FY2023-2026		6,202		Total FY2027-2030		0	

MPMS# 86244 *River Road at Golden Pheasant over Delaware Canal*

LIMITS

D6 Est Let: 3/12/2020 Est Let Date: 3/12/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project will provide for the rehabilitation or replacement of the River Road Bridge over the Delaware Canal in Tinicum Township, Bucks County, a Decade of Investment bridge (DOI #2067). The River Road Bridge is structurally deficient and based on the most recent inspection in November 2016 its condition continues to deteriorate. As a result of this inspection, the bridge's posted weight was lowered to 15 tons and repairs were made to abutments and guide rail barrier.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	340											
FD	185		623										
ROW	185			281									
UTL	185			124									
CON	185					5,780							
		340	623	405	0	0	5,780	0	0	0	0	0	0
		Total FY2019-2022		1,368		Total FY2023-2026		5,780		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)

LIMITS Church Road to Tollgate Road

D6 Est Let: 1/31/2019 Est Let Date: 1/31/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Roc

FC: 2; 12; 14; 16; 17

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation, drainage and safety signage of approximately 17.34 segment miles (both sides).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	2,529											
PE	581	632											
FD	NHPP			3,803									
FD	581			950									
ROW	STP				464								
ROW	581				116								
UTL	STP				464								
UTL	581				116								
CON	NHPP				16,229								
CON	581				4,057								
CON	NHPP					8,114							
CON	581					2,028							
CON	NHPP						8,114						
CON	581						2,028						
CON	NHPP							8,112					
CON	581							2,028					
CON	NHPP								24,337				
CON	581								6,084				
		3,161	0	4,753	21,446	10,142	10,142	10,140	30,421	0	0	0	0
		Total FY2019-2022		29,360		Total FY2023-2026		60,845		Total FY2027-2030		0	

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Bucks

MPMS# 88083 **Stoopville Road Improvements - Phase 2**

LIMITS SR 532 to SR 413

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Lower Makefield Township; Newtown Township; Upper Makefield Tow

FC: 16; 17

AQ Code: S7

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

This project will construct multiple pedestrian and roadway improvements along Durham Rd. (S.R. 0413), Stoopville Rd. (S.R. 2028), Eagle Rd. (a township road), Washington Crossing Rd. (S.R. 0532), and Highland Rd. (a township road) from the Stoopville Rd./Durham Rd. (S.R. 0413) intersection to the village of Dolington along Washington Crossing Rd. (S.R. 0532). Proposed improvements include:

- (1) Traffic control and gateway signs and painting of stop bars along Washington Crossing Rd. from the Washington Crossing Rd./Dolington Rd. intersection to village of Dolington;
- (2) 6' wide pedestrian walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/ Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/ Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road will be completed; the pedestrian walkway will require the extension of an existing pipe culvert beneath Stoopville Rd. between Highland Rd. and Creamery Rd. to allow the walking path to cross over the tributary;
- (3) Decorative crosswalks and ADA-compliant curb ramps at 3 intersections: (1) Eagleton Farms Rd./Stoopville Rd.; (2) Stoopville Rd./Washington Crossing Rd.; and (3) Highland Rd./Washington Crossing Rd.;
- (4) New traffic signal and widening at the Durham Rd./Stoopville Rd. intersection to provide a left turn lane at the Durham Rd./Stoopville Rd. intersection for vehicles traveling on southbound Durham Rd. to eastbound Stoopville Rd.;
- (5) Modification to the existing signal at the Highland Rd./Washington Crossing Rd. intersection to accommodate a right-turn lane on Highland Rd. and improvements that will provide for both left and right turn lanes for vehicles travelling southbound on Highland Rd. to Washington Crossing Rd.;
- (6) Relocation of utility poles.

The first phase (S.R. 2028, Section ECF) was constructed in June 2010 (see MPMS #84096). This project has \$254,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581			450									
ROW	SXF				174								
UTL	SXF					95							
CON	STP									2,688			
		0	0	450	174	95	0	0	0	2,688	0	0	0
		Total FY2019-2022			624	Total FY2023-2026			95	Total FY2027-2030			2,688

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Bucks

MPMS# 90327 *River Rd o/ Trib Delaware (Bridge)*

LIMITS Solebury Township, Bucks County

D6 Est Let: 5/14/2020 Est Let Date: 5/14/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Solebury Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Davies/L. Fullard

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over a Tributary of the Delaware River on River Road between Laurel Road and Paxson Road in Solebury Township. It is a structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	STU	56											
UTL	STU	56											
CON	185					803							
CON	581					464							
		112	0	0	0	1,267	0	0	0	0	0	0	0
		Total FY2019-2022			112	Total FY2023-2026			1,267	Total FY2027-2030			0

MPMS# 92582 *I-95 Philadelphia to Scudder Falls*

LIMITS I-95 from Philadelphia to Scudder Falls

Actl Let Date: 5/18/2017

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Various

FC: 11

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

orridor(s): 1A, 4A, 4B, 5I, 12A, 13A

This is a pavement preservation project to mill and repave I-95 from the Philadelphia County Line to the Newtown-Yardley Road Interchange, a distance of approximately 17 miles. The project will also include upgrades to guide rail as required and replacing or repairing damaged and/or faded traffic signs. No work is proposed in the area of the ongoing I-95/PA Turnpike Interchange construction.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP*	3,769											
		3,769	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			3,769	Total FY2023-2026			0	Total FY2027-2030			0

Pennsylvania - Highway Program (Status: TIP)

Bucks**MPMS# 93444** **Route 1 Improvement-South (Section RC1)****LIMITS** S.R. 0001 (Route 1) - S.R. 2037 (Old Lincoln Highway) to North of PA Turnpike

D6 Est Let: 5/24/2018 Est Let Date: 12/7/2017

IMPROVEMENT Roadway New Capacity**NHPP:** Y

MRPID:37

MUNICIPALITIES: Bensalem Township**FC:** 12; 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC1 project, located in Bensalem Township, Bucks County, PA, extends from the S.R. 2037 (Old Lincoln Highway) signalized intersection just north of the Philadelphia/Bucks County line to just south of the Neshaminy interchange, a distance of 1.3 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading of 2 interchanges S.R. 8017 (Street Road) and S.R. 8019 (The PA Turnpike); reconstruction of 4 bridges; and removal of 1 bridge. The improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width to meet current design criteria.

- Raising the S.R. 0001 profile from south of the Street Road interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structures over S.R. 0132 (Street Road), I-0276 (PA Turnpike) and the PA Turnpike Ramps I & J.

- Adding a third travel lane along S.R. 0001 in each direction from the Street Road interchange to north of the PA Turnpike Interchange

- Adding a northbound right-turn lane along S.R. 0001 from the S.R. 2037 (Old Lincoln Highway) intersection north to the Street Road interchange.

- Reconfiguring the Street Road interchange to remove the four (4) traffic movements (ramps) between westbound Street Road and S.R. 0001 northbound and southbound from the northern side of Street Road and adding the movements to the southern side. Removing these movements from the north side of the interchange eliminates access and egress points along S.R. 0001, allowing longer weave lengths between the Street Road interchange and the PA Turnpike interchange. Reconfiguring the interchange includes improvements to the existing ramp geometry and the addition of a ramp in the southwestern quadrant. Traffic signals will be added on Street Road at each of the two (2) proposed ramp intersections. The existing signal timings will be evaluated.

- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the Street Road interchange and the PA Turnpike interchange.

- Increasing the existing loop ramp radius to improve design speed to 30 mph and incorporating a second lane on the S.R. 0001 northbound exit ramp to the PA Turnpike at the PA Turnpike interchange.

- Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.

- Removing the existing Limited Access on Street Road within the S.R. 0001 interchange. Entrances directly accessing S.R. 0001 through the Street Road interchange will be eliminated by relocating the driveways allowing entrances access from Street Road.

- Structure improvements include the replacement of four (4) existing bridges, the removal of one (1) existing bridge, the construction of 1 retaining wall and the construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over S.R. 0132 (Street Road), I-0276 (the PA Turnpike), and the PA Turnpike Ramps I & J. The S.R. 2025 (Bristol Road) bridge over S.R. 0001 will also be replaced. The existing bridge to be removed currently carries S.R. 0001 over a closed private access road located between the PA Turnpike and Neshaminy interchanges.

- This project will include upgrades to guiderail, drainage improvements and signage improvements.

- The reconstruction and widening project also minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

Design Parent is MPMS #13549. Route 1 Improvements Northern section RC2 is MPMS #93445. Route 1 Frontage section RC3 is MPMS #93446.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP*	1,487											
CON	NHPP*	3,500											
CON	NHPP*		2,062										
CON	STP*		65										
CON	NHPP*			2,027									
CON	STP*			9,782									
CON	STU*			9,136									

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Bucks													
CON	STU*				3,829								
CON	NHPP*					8,378							
CON	STU*					9,734							
		4,987	2,127	20,945	3,829	18,112	0	0	0	0	0	0	0
		Total FY2019-2022		31,888		Total FY2023-2026		18,112		Total FY2027-2030		0	

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93445 **Route 1 Improvement-North (Section RC2)**

LIMITS Route 1 - Neshaminy and Penndel Interchanges, Bucks County

D6 Est Let: 2/13/2020 Est Let Date: 2/13/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:37

MUNICIPALITIES: Middletown Township; Bensalem Township

FC: 12; 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:

-Widening of S.R. 0001 median width to meet current design criteria.

-Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).

-Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.

-Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.

-Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.

-North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.

-Structure improvements include the replacement of 3 existing bridges, the construction of 5 retaining walls and the possible construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.

-S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.

-Pedestrian walkways and transit stops along Rockhill Drive will be investigated.

-This project will include upgrades to guiderail, drainage improvements and signage improvements.

-The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this project avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

Design Parent is MPMS #13549. Route 1 Improvements Southern section RC1 is MPMS #93444. Route 1 Frontage section RC3 is MPMS #93446.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	4,244											
ROW	581	1,061											
CON	NHPP		7,676										
CON	581		1,919										
CON	STU			2,280									
CON	581			570									
CON	STU				8,704								
CON	581				2,176								
CON	NHPP					11,250							
CON	581					2,812							
CON	STU						20,998						

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Bucks												
CON	581					5,249						
CON	NHPP						15,763					
CON	STU						11,610					
CON	581						6,843					
CON	STU							27,373				
CON	581							6,843				
		5,305	9,595	2,850	10,880	14,062	26,247	34,216	34,216	0	0	0
		Total FY2019-2022				28,630		Total FY2023-2026		108,741		Total FY2027-2030
												0

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 93446 **Route 1 Improvement Frontage Corridor (Section RC3)**

LIMITS Route 1 - Frontage Road Corridor, Bucks County

D6 Est Let: 2/10/2022 Est Let Date: 2/10/2022

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Langhorne Manor Borough; Middletown Township

FC: 12; 19

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC3 project extends from the northern end of the S.R. 0001 bridge over the CSX railroad to approximately 700 feet north of the S.R. 0413 (PA 413/Pine Street) bridge over S.R. 0001, a distance of 2.5 miles. This project includes the 2.0 mile +/- segment of frontage (service) road corridor.

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of 1 bridge (West Interchange Road over S.R. 0001), and the rehabilitation of 1 bridge (S.R. 0001 over S.R. 2008). The primary proposed improvements for this section of S.R. 0001 are as follows:

- Widening of S.R. 0001 median width from 4' to 10' to meet current design criteria.
- Replacement of 12,100 ft. of existing double-face guide rail median barrier and 985 ft. of existing concrete median barrier with concrete glare screen.
- Removal of existing raised concrete islands separating the mainline S.R. 0001 travel lanes from the frontage road to be replaced with 12'-0" paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
- Closing the existing intermediate crossovers between the mainline S.R. 0001 travel lanes and the frontage roads.
- Updating the overhead guide signage for the project corridor due to the revised frontage road access and for coordination with the S.R. 0001 Sec. RC1, RC2 and LHB projects.
- Relocating the existing ITS infrastructure, including conduit throughout the corridor and ITS CCTV camera assembly, communications cabinets and VD sensor assemblies that are supported by the affected overhead guide signs.
- Lengthening of the acceleration lanes from the frontage roads onto S.R. 0001 in the northbound and southbound directions to meet current design criteria.
- Relocating the existing roadway inlets along the existing double face median guide rail and existing raised concrete traffic islands to along the proposed concrete glare screen and proposed concrete median barrier.
- Structure improvements include the replacement of one existing functionally obsolete bridge (West Interchange Road over S.R. 0001) along the existing horizontal alignment and the rehabilitation of one bridge (S.R. 0001 over S.R. 2008) including superstructure replacement.

Design Parent is MPMS #13549

Route 1 Improvements Northern section RC2 is MPMS #93445

Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	6,365											
ROW	581	1,591											
UTL	NHPP		2,185										
UTL	581		546										
CON	STU					5,799							
CON	581					1,449							
CON	NHPP							11,599					
CON	581							2,899					
CON	NHPP								11,599				
CON	581								2,899				
CON	NHPP									17,398			
CON	581									4,348			
CON	NHPP										11,599		
CON	581										2,899		

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Bucks

	7,956	2,731	0	0	0	7,248	14,498	14,498	21,746	14,498	0	0
Total FY2019-2022	10,687			Total FY2023-2026	36,244			Total FY2027-2030	36,244			

MPMS# 98221 *Strock's Grove Road over Beaver Creek (CB# 333)*

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Nockamixon Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project is a bridge rehabilitation of Stock's Grove Road over Beaver Creek in Nockamixon Township, Bucks County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS #95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102272 *Holland Road at Buck Road and Route 532*

LIMITS Buck Rd from 1,200' south of intersection w/Old Bristol Rd to 1,500' north of inter

D6 Est Let: 2/25/2021 Est Let Date: 2/25/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Northampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

This project will be broken out into two phases when appropriate. Phase I is the replacement/rehabilitation of the structurally deficient Buck Road Bridge over Mill Creek with a wider structure to accommodate turning lanes and will also include improvements to the Buck Road/Old Bristol Road Intersection. Phase II will consist of improvements including the realignment of the Buck Road/Holland Road intersection and the addition of turning lanes, along with access management and the addition of sidewalks throughout corridor.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581					1,267							
FD	581	854											
FD	581							672					
ROW	581	395											
ROW	185								415				
ROW	185								415				
UTL	581	197											
CON	NHPP			6,753									
CON	581			1,688									
CON	185									9,980			
		1,446	0	8,441	0	1,267	0	672	830	9,980	0	0	0
		Total FY2019-2022		9,887		Total FY2023-2026		2,769		Total FY2027-2030		9,980	

MPMS# 102598 *Mill Creek Rd O/Martin's Creek (CB #220)*

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Falls Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP:

This project is a bridge rehabilitation/replacement of Mill Creek Road over Martin's Creek in Falls Township, Bucks County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		0		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102830 *Neshaminy Greenway Trail (Bristol to Upper State) (TAU) (TAP)*

LIMITS Lenape Lane to Upper State

D6 Est Let: 8/23/2018 Est Let Date: 8/23/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G, 12B

This project will fund construction of a section of the Neshaminy Greenway Trail (NGT) from Lenape Lane to Upper State Road. The trail will be an ADA-compliant shared-use path and will complete a missing link in the NGT, providing a connection to the 202 Parkway Trail. The sections of the NGT to the south and west have been constructed, and the section of the NGT to the east is fully funded for design and construction. When completed, the NGT will create numerous non-motorized transportation connections to local destinations, including the Chalfont and New Britain SEPTA Train Stations.

This project is consistent with the Bucks County Park and Open Space and Greenways Plan (2011), the Tri-Municipal Trails Plan, the Doylestown Bike and Hike Plan/Map, and connects to the Bicycle PA Route S on the statewide bicycle touring system.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$375,000 out of the \$9.4 million awarded to the region. This project also received \$1,225,000 of Regional TAP funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
CON	TAP	375											
		375	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			375	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 104365 *New Falls Road Pedestrian Safety Improvements*

LIMITS New Falls Rd (SR 2006)

Est Let Date: 4/26/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S7

PLAN CENTER:

IPD: 3

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

The proposed scope of work includes installation of sidewalk, pedestrian countdown timers, modification to left turn phasing, and other signal improvements.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	sHSIP	950											
		950	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			950	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 107794 **Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements SR:2033**

LIMITS Woodbourne Road/Langhorne-Yardley Rd to intersection of Langhorne-Yardley

Est Let Date: 12/10/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Middletown Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

The proposed roadway improvements for the intersection of Woodbourne Road (SR 2033) & Langhorne-Yardley Road (SR 2049) will include the addition of left turn lanes and right turn lanes, and improved alignment of the Woodbourne Road lanes at the intersection. For the T-intersection of Langhorne-Yardley Road (SR 2049) & Bridgetown Pike (SR 2010), the improvements will include a separate left turn lane on Langhorne-Yardley Road and right turn lanes as required. The signal equipment will be replaced and modernized at both intersections.

This project had previously been listed under MPMS #57624.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	LOC	743											
FD	LOC		579										
ROW	LOC		546										
UTL	STU		525										
CON	STU									8,090			
		743	1,650	0	0	0	0	0	0	8,090	0	0	0
		Total FY2019-2022		2,393		Total FY2023-2026		0		Total FY2027-2030		8,090	

MPMS# 108002 **Moland Park Trail (TAP)**

LIMITS Warwick Township

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

This project will help fund construction of a multi-use trail connecting the Moland House, a significant historical site owned by Warwick Township, to Moland Park, a 50-acre township recreation area. The Moland Park multi-use trail will include a safe underpass beneath PA 263.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$500,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		500		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110091 King Road Bridge over Herkaken Creek (CB #54)

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Britain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

Bucks County Bridge #54 is a single span, concrete encased, steel I-beam bridge that is approximately 33 feet long. Originally built in 1912, it is currently weight-restricted to 7 tons. The bridge is structurally deficient as a result of the poor condition of the substructure, due to undermining of the near and far abutments. The bridge railing does not meet current standards and the approach guiderail also requires updating to current standards. Work to be performed includes the complete replacement of the bridge and associated approach improvements.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	TOLL													
FD	sSTP	300												
ROW	TOLL													
ROW	TOLL													
ROW	sSTP		30											
UTL	sSTP		20											
CON	TOLL													
CON	sSTP			1,350										
		300	50	1,350	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			1,700	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110309 *I-95/US 13/PA 132 Slip Ramp Operation Improvement*

New

LIMITS I-95/US 13/PA 132

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:170

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

As a preliminary step to address congestion and safety issues caused by the antiquated design of the interchange of I-95/US 13/PA 132 (Street Road), the existing intersection will be modified with an operational improvement to provide direct, one-way access to I-95 southbound from the US 13/PA 132 (Street Road) intersection by re-routing traffic from the Street Road off-ramp from eastbound Street Road to I-95 southbound via a direct connection to the I-95 southbound on-ramp. All movements of the interchange are currently provided to access I-95 northbound and southbound, but this reconfigured movement will reduce congestion, improve operational efficiency and system reliability, and eliminate unsafe traffic movements at this heavily trafficked intersection on Street Road at the I-95 southbound entrance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			844									
FD	581				580								
ROW	581									67			
UTL	581									1,344			
CON	STP									5,376			
CON	581									1,344			
		0	0	844	580	0	0	0	0	8,131	0	0	0
		Total FY2019-2022		1,424		Total FY2023-2026		0		Total FY2027-2030		8,131	

MPMS# 110310 *Almshouse at Jacksonville Road*

New

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 14

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

Add a northbound right-turn lane on Jacksonville Road and a westbound left-turn lane on Almshouse Road.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		137										
FD	581				580								
ROW	581									34			
UTL	581									34			
CON	581									946			
CON	581									237			
		0	137	0	580	0	0	0	0	1,251	0	0	0
		Total FY2019-2022		717		Total FY2023-2026		0		Total FY2027-2030		1,251	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 110966 *Old Lincoln Highway and Hulmeville Avenue Safety Improvements*

New

LIMITS Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Pennel Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

Old Lincoln Highway (SR 2037) & Hulmeville Ave (SR 2047) Intersection improvements including adding exclusive left-turn lanes, modify left-turn signal phasing, & increase all red clearance interval.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	TOLL												
PE	sHSIP	17											
FD	TOLL												
FD	sHSIP	10											
ROW	TOLL												
ROW	sHSIP	7											
UTL	TOLL												
UTL	sHSIP	34											
CON	TOLL												
CON	sHSIP		271										
		68	271	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		339		Total FY2023-2026				0		Total FY2027-2030	
												0	

MPMS# 111024 *Easton Road Roundabout*

New

LIMITS Easton Rd and New Britain Rd; Easton Rd and Sauerman Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Doylestown Borough

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14F

Roundabout installation at Easton Rd (SR 1001) and New Britain Rd as well as Easton Rd and Sauerman Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	TOLL												
ROW	sHSIP	145											
UTL	TOLL												
UTL	sHSIP	95											
CON	TOLL												
CON	sHSIP		875										
CON	TOLL												
CON	sHSIP			1,500									
		240	875	1,500	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,615		Total FY2023-2026				0		Total FY2027-2030	
													0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111464 *Shady Retreat SRTS Trail*

New

LIMITS Shady Retreat and Burpee Roads

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G

This project is for the construction of approximately 0.8-miles of multiuse trail along Shady Retreat and Burpee Roads that will connect several neighborhoods to the Doylestown Elementary School, Lenape Middle School and Central Bucks West High Schools (using SRTS funding), in Doylestown Township.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF	985											
		985	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			985	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 111468 *Lower Makefield Township Community Trail Connection*

New

LIMITS Lower Makefield Township

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lower Makefield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

This project will construct a multi-use trail that will connect the existing trail network to several Township facilities, parks and schools, in Lower Makefield Township.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		700		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111471 Aquetong Park Segment - Route 202 Cross-County Trail

New

LIMITS Aquetong Park

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Solebury Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

This project will build the next segment of the Route 202 Cross-County Trail along with stormwater improvements within Aquetong Park, in Soelbury Township.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Bucks	\$70,102	\$42,763	\$65,423	\$56,063	\$234,351	\$286,420	\$119,442

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

D6 Est Let: 1/15/2019 Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

The existing bridge on West Bridge Street in the Borough of Parkesburg is structurally deficient and functionally obsolete. The structural deterioration advanced to the point that the bridge was no longer able to safely carry vehicular loads. The bridge was closed to traffic in 1994. In addition to the vehicular restriction, both sidewalks are restricted from use due to the severe deterioration of the wooden deck. The existing roadway width of 5.8 meters (19.0 ft) contains two travel lanes and no shoulders. This bridge will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	5,092											
CON	183	955											
CON	LOC	318											
		6,365	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,365		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 14236 Little Washington Road Bridge Over Culbertson Run SR:4006

LIMITS Over Culbertson Run

D6 Est Let: 3/7/2019 Est Let Date: 3/7/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Brandywine Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing a bridge; reconstruct approach roadway; and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	150											
UTL	185	74											
CON	TOLL												
CON	BOF			1,688									
CON	TOLL												
CON	BOF				1,195								
CON	TOLL												
CON	BOF					493							
		224	0	1,688	1,195	493	0	0	0	0	0	0	0
		Total FY2019-2022		3,107		Total FY2023-2026		493		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14351 *Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek (CB #26)*

LIMITS On Camp Bonsul Road over Big Elk Creek

D6 Est Let: 12/12/2019 Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Elk Township; New London Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program (NHCB).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
ROW	HCB	40												
ROW	183	10												
UTL	HCB	23												
UTL	183	6												
CON	BOF		1,003											
CON	HCB		997											
CON	183		500											
		79	2,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		2,579		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14532 **US 30, Coatesville Downingtown Bypass Reconstruction Design SR:0030**

LIMITS PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:48

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln T **FC:**

AQ Code:2040M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

This project serves as the preliminary design phase of a project to reconstruct approximately 14 miles of mainline pavement; potential addition of through lanes and operational improvements as required by traffic analysis for the eastern section; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges at Airport Road); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined) to improve safety, reduce congestion, and upgrade deteriorating infrastructure. This project is for preliminary design only; final design, utility, right of way, and construction phases are identified in MPMS #87781 (Eastern section) and MPMS #84884 (Western section; 2013 estimated cost is \$250 million). Additional study work will be undertaken under this MPMS # to determine the appropriate approach to address new capacity and operational needs of the eastern section, as well as the western section as needed. The full length of the corridor is located in West Sadsbury Township, Sadsbury Township, Valley Township, Coatesville City, West Caln Township, Caln Township, East Caln Township, and Downingtown Borough.

Earmarks--SAFETEA DEMO #3172, PA ID# 504 - \$0 remaining; PA ID #146- \$0 remaining.

The overall corridor construction cost estimate is \$784 million.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	NHPP		2,884										
PE	581		721										
PE	NHPP			2,884									
PE	581			721									
		0	3,605	3,605	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,210		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14541 US 1, Baltimore Pike Widening SR:0001

LIMITS Kennett Square Bypass to Greenwood Road

D6 Est Let: 10/18/2018 Est Let Date: 10/19/2018

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:44

MUNICIPALITIES: East Marlborough Township

FC: 12; 14

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 5A

Improvements include construction to provide a consistent three (3) travel lane curbed section in each direction by roadway widening, replacing shoulders with full depth pavement, and revising pavement markings; upgrade five (5) existing signalized intersections with new equipment where needed and timing changes to accommodate the three (3) lane pattern; install an adaptive signal system and connect it to the Township Building; place overhead directional and regulatory signs and two DMS signs. Coordinate improvements with development HOPs; place concrete barrier near two buildings; modify existing drainage system with additional inlets and pipes; maintain traffic (at least two travel lanes) during construction; place islands at Orchard Avenue to prohibit left turn movements from side street. The project will complete an existing sidewalk on the southbound side from Schoolhouse Lane to the Shoppes at Longwood Village Shopping Center.

Project CMP (Congestion Management Process) commitments include strategies such as improvements to the existing road network (safety and operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	191											
ROW	STU	60											
UTL	581		1,748										
CON	581		1,893										
CON	581			4,115									
		251	3,641	4,115	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,007		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14580 **US 1 Expressway Reconstruction (Southern Section) SR:0001**

LIMITS MD/PA Line to PA 896

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Oxford Township; Oxford Borough; Upper Oxford Township

PLAN CENTER: Rural Center

PROJECT MANAGER: EE/M. Holva

D6 Est Let: 3/4/2021 Est Let Date: 3/4/2021

NHPP: Y

MRPID:3

FC: 2; 6; 8; 9; 12;
16; 17; 19

AQ Code:S10

IPD: 22

CMP: Not SOV Capacity Adding

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. See also MPMS #14581.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	TOLL												
FD	NHPP	6,139											
ROW	581				2,768								
UTL	STP				570								
UTL	581				143								
CON	STU					8,987							
CON	581					2,246							
CON	STU						4,493						
CON	581						1,123						
CON	STU							8,987					
CON	581							2,246					
CON	STU								8,153				
CON	BOF								4,181				
CON	185								3,082				
CON	BOF									11,670			
CON	185									2,917			
CON	NHPP										4,343		
CON	BOF										3,799		
CON	185										950		
CON	581										1,085		
CON	BOF											11,670	
CON	185											2,917	
CON	BOF												11,670
CON	STU												4,493
CON	NHPP												3,528
CON	581												2,005
CON	185												2,917
		6,139	0	0	3,481	11,233	5,616	11,233	15,416	14,587	10,177	14,587	24,613
		Total FY2019-2022		9,620		Total FY2023-2026		43,498		Total FY2027-2030		63,964	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14581 US 1 Expressway Reconstruction (Northern Section) SR:0001

LIMITS PA 896 to School House Road

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town

D6 Est Let: 3/3/2022 Est Let Date: 3/3/2022

NHPP: Y

MRPID:3

FC: 6; 12; 14; 16;
17; 19

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	2,000											
PE	581		1,303										
PE	581			1,197									
FD	581		1,341										
FD	581			5,796									
FD	581				2,415								
ROW	581				254								
ROW	581				538								
ROW	581					1,896							
UTL	581			522									
UTL	581			131									
CON	SPK-NHPP				12,000								
CON	581				3,000								
CON	SPK-NHPP					12,000							
CON	581					3,000							
CON	BOF						5,855						
CON	NHPP						8,766						
CON	581						3,655						
CON	NHPP							24,737					
CON	BOF							11,670					
CON	581							9,101					
CON	NHPP								36,407				
CON	581								9,101				
		2,000	2,644	7,646	18,207	16,896	18,276	45,508	45,508	0	0	0	0
Total FY2019-2022				30,497		Total FY2023-2026		126,188		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14698 US 422, Reconstruction (M2B) SR:0422

LIMITS East of Schuylkill River to East of Hanover Street

D6 Est Let: 4/23/2020 Est Let Date: 4/4/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Also see MPMS #s 16738, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	5,092											
FD	581	1,273											
FD	NHPP		5,092										
FD	581		1,273										
CON	SPK-NHPP	23,000											
CON	NHPP	1,273											
CON	581	318											
CON	581	5,750											
CON	SPK-NHPP		23,000										
CON	581		5,750										
CON	SPK-NHPP			10,000									
CON	581			2,500									
		36,706	35,115	12,500	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		84,321		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979 **North Valley Road over Amtrak SR:0030**

LIMITS US 30, Lancaster Avenue/North Valley Road/Central

D6 Est Let: 12/8/2022 Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Tredyffrin Township; Willistown Township

FC: 14; 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7D

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

A final alternative for the bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	STU*	1,732											
CON	STU				5,100								
CON	185				1,275								
CON	STP					2,620							
CON	185					655							
CON	STU						5,100						
CON	185						1,275						
CON	STU							2,480					
CON	185							620					
		1,732	0	0	6,375	3,275	6,375	3,100	0	0	0	0	0
		Total FY2019-2022		8,107		Total FY2023-2026		12,750		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 59434 Schuylkill River Trail (Q20)

LIMITS Township Line Road to US 422 over Schuylkill River

D6 Est Let: 1/31/2019 Est Let Date: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Coventry Township; East Pikeland Township; East Vincent Town **FC:**

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include MPMS #61885.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	4,703											
CON	CAQ		4,703										
		4,703	4,703	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,406		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 61885 **Schuylkill River Trail (Mont Clare Bridge)(Q42) SR:0000**

LIMITS Schuylkill River Canal Tow Path in Mont Clare to Ashland Street in Phoenixville

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Phoenixville Borough; Upper Providence Township

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 9B

Construction of a multi-use path within the right-of-way of the SR 29 bridge between the Schuylkill Canal Tow Path in Mont Clare - Upper Providence Township, Montgomery County and Ashland Street in Phoenixville Borough, Chester County. The project will modify the Mont Clare Bridge to turn the current five foot wide sidewalk on the bridge into a ten foot wide multi-use path to be consistent with the rest of the trail.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according to the 2016 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	861											
CON	LOC	284											
		1,145	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,145		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64220 US 422 Expressway Reconstruction (M03) SR:0422

LIMITS Keim Street to PA 724 Interchange

D6 Est Let: 6/24/2021 Est Let Date: 10/8/2020

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased shoulder widths and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	1,644											
FD	NHPP			2,701									
FD	581			675									
ROW	NHPP				742								
ROW	581				185								
UTL	NHPP				510								
UTL	581				128								
CON	NHPP					7,345							
CON	185					918							
CON	581					918							
CON	NHPP						7,345						
CON	581						918						
CON	185						918						
CON	NHPP							7,345					
CON	581							918					
CON	185							918					
CON	NHPP								7,345				
CON	581								918				
CON	185								918				
CON	NHPP									7,345			
CON	581									918			
CON	185									918			
		1,644	0	3,376	1,565	9,181	9,181	9,181	9,181	9,181	0	0	0
		Total FY2019-2022		6,585		Total FY2023-2026		36,724		Total FY2027-2030		9,181	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 69919 PA 372, Lower Valley Road Bridge Over Officers Run SR:0372

LIMITS Over Officers Run

D6 Est Let: 10/18/2018 Est Let Date: 10/19/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Atglen Borough

FC: 17

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 15

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

The project involves replacing the bridge carrying Newport Pike (near SR 41) over Officers Run. It is the replacement of an existing two span reinforced concrete slab bridge with a prestressed concrete adjacent box beam bridge. It is not considered historical. The existing sufficiency rating is 17.5. The structure currently has an ADT of 4,532 with 12% trucks. The existing lane widths are 12' lanes and 4' shoulders (total approx. 32'). The proposed structure will have 12' lanes with 5' shoulders on each side (total 34'). Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	2,770											
CON	185	693											
		3,463	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,463		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 81286 Creek Rd o/ E Brandywine (PA 282) (Bridge)

LIMITS Chester County

D6 Est Let: 4/26/2018 Est Let Date: 4/26/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Wallace Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the East Brandywine Creek on Creek Road north of Fairview and Indiantown Roads in Wallace Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	106											
UTL	185	63											
CON	581	2,732											
		169	2,732	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,901		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS PA 896, Elbow Lane to Shepherd Lane

D6 Est Let: 1/15/2021

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:S6

PLAN CENTER:

IPD: 13

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

The scope of work for this project was developed from the Road Safety Audit which was conducted in November 2006 and undertaken by DVRPC in conjunction with the Pennsylvania Department of Transportation. The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate five mile section of PA Route 896, between Elbow Lane in London Britain Township and Shepherd Lane in New London Township. This project will include: Increasing the lane width and shoulder width along PA Route 896; installing appropriate signage along PA Route 896; improving drainage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is \$13,218,000.

FD (\$1,200,000 estimate), ROW (\$1,000,000 estimate), UTL (\$250,000 estimate), and CON (\$8,200,000 estimate) will be drawn from MPMS #57927 at the appropriate time. FY10 - Regional Safety Program.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	TOLL												
FD	HSIP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86064 *Hadfield Road Bridge Over Beaver Creek (CB #244)*

LIMITS Over Beaver Creek

D6 Est Let: 7/26/2019 Est Let Date: 7/26/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Brandywine Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is structurally deficient (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	STP	345												
PE	183	64												
PE	LOC	21												
FD	STP	224												
FD	183	42												
FD	LOC	14												
ROW	STP	43												
ROW	183	8												
ROW	LOC	3												
CON	STP		804											
CON	183		151											
CON	LOC		50											
		764	1,005	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,769		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86276 Township Road over West Branch of Big Elk Creek (CB #297)

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will include the removal and replacement of an existing Structurally Deficient, and Weight Restricted Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	sSTP	350											
FD	sSTP		300										
ROW	sSTP			40									
UTL	sSTP			40									
CON	sSTP				1,270								
		350	300	80	1,270	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,000		Total FY2023-2026				Total FY2027-2030			
									0				0

MPMS# 86301 LancasterAve/BrandywineCk

New

LIMITS Lancaster Ave at Brandywine Creek

D6 Est Let: 8/15/2020

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

Bridge rehabilitation/replacement Lancaster Ave. over East Branch of Brandywine Creek

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	212											
FD	185	53											
ROW	STP		35										
ROW	185		9										
UTL	STP	17											
UTL	185	4											
CON	581			7,316									
		286	44	7,316	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,646		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86696 Watermark Road Bridge Over Muddy Run (CB #21)

LIMITS Over Muddy Run

D6 Est Let: 12/15/2019 Est Let Date: 12/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the bridge on Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6. This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	STP	339												
FD	183	64												
FD	LOC	21												
ROW	STP	52												
ROW	183	10												
ROW	LOC	3												
UTL	STP	42												
UTL	183	8												
UTL	LOC	2												
CON	STU		2,185											
CON	183		410											
CON	LOC		137											
		541	2,732	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		3,273		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 87781 **US 30, Coatesville Downingtown Bypass (CER-Eastern Section)**

LIMITS US 30, from East of Reeceville Rd Interchange to Quarry Rd.

D6 Est Let: 12/11/2025 Est Let Date: 12/11/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17;
19

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

This project provides for the final design, right-of-way, utility and construction phases of the Coatesville-Downingtown Bypass Reconstruction - eastern section - by reconstructing and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on and off ramps (to provide storage length for traffic signals and/or ramp metering); and reconstructing arterial overpasses.

The overall corridor construction cost estimate is \$784 million. MPMS# 14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #s 107551, 107553, and 107554 contains the construction of the western section, originally housed under MPMS# 84884.

Project CMP (Congestion Management Process) commitments include expansion of Intelligent Transportation Systems (ITS) equipment throughout the corridor, signal improvements on parallel arterials, numerous improvements to rail transit stations and services in consultation with SEPTA and Amtrak, improved access to rail stations, sidewalks and other improvements for pedestrians and bicyclists on parallel arterials, investigation of park-and-ride locations, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	3,868											
PE	NHPP		1,934										
PE	NHPP		3,868										
FD	NHPP		5,979										
FD	581		1,494										
FD	NHPP			5,979									
FD	581			1,494									
FD	STU				5,979								
FD	581				1,494								
ROW	NHPP			3,431									
ROW	581			858									
UTL	581			845									
CON	NHPP							8,000					
CON	185							2,000					
CON	NHPP									73,544			
CON	581									18,386			
CON	NHPP										47,482		
CON	581										11,870		
CON	STU											1,314	
CON	NHPP											82,565	
CON	STP											15,726	
CON	581											24,901	
CON	NHPP												139,088
CON	185												34,772
		3,868	13,275	12,607	7,473	0	0	0	10,000	91,930	59,352	124,506	173,860
		Total FY2019-2022		37,223		Total FY2023-2026		10,000		Total FY2027-2030		449,648	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 90612 *Boot Road o/ Amtrak (Bridge)*

LIMITS East Caln Township, West of Quarry Rd intersection

D6 Est Let: 11/7/2019 Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: East Caln Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project involves rehabilitating or replacing the state bridge over Amtrak on Boot Road near Quarry Road in East Caln Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185			2,108									
CON	185				2,084								
CON	581				4,024								
		0	0	2,108	6,108	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,216		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 92733 *Downingtown Pk over/E Branch Brandywine (Bridge)*

LIMITS East Bradford Township, west of Sugar Bridge Road

D6 Est Let: 7/12/2018 Est Let Date: 6/21/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: East Bradford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over the East Branch of the Brandywine Creek on Downingtown Pike between Sugar Bridge Road and Skelp Level Road in Townships. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	185	232											
CON	185				1,055								
CON	185					6,202							
		232	0	0	1,055	6,202	0	0	0	0	0	0	0
		Total FY2019-2022		1,287		Total FY2023-2026		6,202		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

LIMITS

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

D6 Est Let: 8/8/2019 Est Let Date: 8/8/2019

NHPP: Y

MRPID:136

FC: 14; 16

AQ Code:R1

IPD: 14

CMP Subcorridor(s): 8A

This project includes improvements that will help reduce congestion and increase safety at the intersection of US 202 and SR 926 through lane reconfigurations, striping, upgrades to the traffic signal, signal timing, and bicycle and pedestrian improvements. The roadway improvements for this intersection include installation of a southbound right-turn deceleration lane on US 202 and an additional eastbound left-turn lane on SR 926, creating a double left-turn configuration along the eastbound approach onto Route 202 NB. Pedestrian and bicycle intersection improvements include physical upgrades such as crosswalks, ADA ramps, pedestrian landings, as well signal equipment upgrades for pedestrian push buttons, countdown signal heads, and lighting.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP	85											
ROW	581	21											
UTL	STP	104											
UTL	581	27											
CON	STP		2,387										
CON	STP			891									
		237	2,387	891	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,515		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 98036 Merlin Road over Pigeon Run (Bridge)

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

NHPP:

FC:

AQ Code:S19

IPD: 16

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	133											
ROW	185		71										
UTL	185		11										
CON	TOLL												
CON	BOF		580										
CON	TOLL												
CON	BOF			579									
		133	662	579	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,374		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98039 Ship Road over Valley Creek (Bridge)

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

D6 Est Let: 2/14/2019 Est Let Date: 2/14/2019

NHPP:

FC:

AQ Code:S19

IPD: 17

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	185	133											
ROW	185		82										
UTL	185		55										
CON	STP				1,159								
CON	TOLL												
		133	137	0	1,159	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,429		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 98041 Birchrun Road over Birch Run (Bridge)

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Vincent Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

D6 Est Let: 2/14/2019 Est Let Date: 2/14/2019

NHPP:

FC:

AQ Code:S19

IPD: 16

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	117											
ROW	185		82										
UTL	185		55										
CON	185				1,159								
		117	137	0	1,159	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,413		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98223 *Creek Road over Pickering Creek (Bridge)*

LIMITS Thompson Davis Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

This project is a replacement or rehabilitation of Thompson Davis Bridge, carrying Creek Road (T542) over Pickering Creek in Schuylkill Township. This is a County owned bridge (#175) that is structurally deficient (sufficiency rating of 15.6), functionally obsolete, and posted at 15 tons. This 54 ft. single span, steel I-beam bridge was built in 1879 and carries approximately 1,716 vehicles per day. This Project was listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022					0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 98224 *Spring City Road over Stony Run (Bridge)*

LIMITS

D6 Est Let: 2/15/2019

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is a rehabilitation/replacement of a County owned bridge (#205) that is structurally deficient (sufficiency rating of 14.2), functionally obsolete, and posted at 20 tons/28 tons. Combination. This 34.5 ft., adjacent, pre-stressed box beam structure was built in 1958 and carries approximately 2,750 vehicles per day. This project was included in the 2008 Bridge Bill (Act 96, pg 96).

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022					0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102708 PA 41 at PA 841 Improvements

LIMITS

D6 Est Let: 4/15/2022 Est Let Date: 4/15/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

Construction of a roundabout is anticipated at this location. The project will provide a safe and efficient means of accommodating the regional movement of people, goods and services and to provide for local access connections to support the existing community and businesses in the village of Chatham. Currently, the intersection of PA 41 & PA 841 has a confusing layout, traffic is forecasted to operate in LOS E on the PA 841 approaches to the intersection in the design year (2035), and there are limited pedestrian accommodations.

Pursuant to the completion of a needs assessment in 2014, an alternatives analysis, identified ten alternative concepts. Five of these alternatives were selected for additional evaluation. A preferred alternative for this intersection will be determined, which may take several years due to the complexity of the engineering solutions and environmental features and impacts. An improvement study of Chatham village recommended a gateway treatment on PA 41 that would support many of the short-listed alternatives. This gateway project is a companion project, MPMS #105755.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	255											
PE	581	64											
FD	STP		306										
FD	581		76										
ROW	STP			261									
ROW	581			65									
UTL	581			14									
UTL	581			52									
CON	STU				1,418								
CON	STP				2,004								
CON	581				856								
		319	382	392	4,278	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,371		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102709 PA 41 & SR 926 Improvements

New-B

LIMITS Intersection of PA 41 and SR 926

D6 Est Let: 6/18/2020 Est Let Date: 6/18/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Londonderry Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

Construction of a roundabout is anticipated at this location. Improvements will provide an opportunity for all users to make safe movements at the four-way PA 41/PA 926 intersection that is currently skewed at approximately 23 degrees, as well as accommodate future traffic demands. Presently, traffic control consists of stop signs on the minor street (PA 926) approaches, with no posted turn restrictions. The approaches of PA 41 consists of one left turn lane and one shared through/right turn lane, while the approaches of PA 926 consists of a single shared left turn/through/right turn lane. After the completion of a needs assessment in 2014, an alternatives analysis identified four alternatives; three of these alternatives (including two alternatives that contain a roundabout) were selected for further evaluation.

PE activities are being completed under MPMS# 14484.

Other PA 41 intersection projects:

PA 41 & Newark Rd - MPMS# 98096

PA 41 & SR 841 - MPMS# 102708

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	212											
FD	581	53											
ROW	STP	143											
ROW	581	36											
UTL	STP	42											
UTL	581	11											
CON	STP		1,520										
CON	581		380										
		497	1,900	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,397		Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102853 Lenape Rd O/Brandywine Creek (Bridge)

New

LIMITS Lenape Rd in Birmingham Township

D6 Est Let: 12/13/2018

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Birmingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Rehabilitation of stone masonry arch on Lenape Road over Brandywine Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	STP	85											
FD	183	21											
ROW	STP		4										
ROW	183		1										
UTL	STP		9										
UTL	183		2										
CON	STP									5,376			
CON	183									1,344			
		106	16	0	0	0	0	0	0	6,720	0	0	0
		Total FY2019-2022		122		Total FY2023-2026		0		Total FY2027-2030		6,720	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107176 *Paoli Pike Trail, Segment C (TAP)*

LIMITS Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020)

D6 Est Let: 1/31/2019

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8B

A multi-use trail will be constructed on the north side of Paoli Pike (SR 2014) between Reservoir Road (T-470) and Boot Road (SR 2020) with enhanced crossings at the Paoli Pike and Boot Road intersection to connect office, retail, educational, residential, recreational, and government land uses along the Paoli Pike corridor.

The Paoli Pike Trail was identified in the Central Chester County Bicycle and Pedestrian Plan (2013) as Priority Project H to connect the East Goshen Township Park and Applebrook Park with neighboring municipalities and destinations. The Paoli Pike Trail also has the potential to provide future connections to the Greater Philadelphia Regional Trail Network, known as the Circuit. The Paoli Pike Trail is approximately three miles south of the Chester Valley Trail and five miles east of the East Branch Brandywine Trail, which are both part of the Circuit. Both trails are within biking distance and connections to the regional trail network will expand use of the Paoli Pike Trail for both transportation and recreation purposes.

Project was awarded \$1,000,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107551 **SR30/SR10 to Business 30 Interchange Improvement**

New-B

LIMITS 1,250' west of SR 10 in WestSadsbury to approx. 1,500' east of the bridge o/ Old

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7E

The proposed Octorara Trail (SR 0010)/Lincoln Highway (Business US 30) Interchange project (US 30, Section 010) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,250 feet west of SR 10 in West Sadsbury Township to approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with Business US 30 will be considered to address the existing nonconventional split of the two roadways. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Business US 30 over EB US 30 and US 30 over Old Mill Road) within the project limits. The addition of turning lanes at the SR 10 intersection will be made to improve movement through the intersection.

This is a breakout of MPMS #84884

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581		1,303										
FD	581			1,303									
ROW	NHPP							2,592					
ROW	581							647					
UTL	NHPP							1,168					
UTL	581							291					
CON	NHPP								11,669				
CON	SPK-NHPP								40,000				
CON	581								12,917				
		0	1,303	1,303	0	0	0	4,698	64,586	0	0	0	0
		Total FY2019-2022		2,606		Total FY2023-2026		69,284		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107553 SR30 & Airport Rd Interchange Improvement

New-B

LIMITS 1,500' east of bridge o/ Old MillRd in Sadsbury to approx. 0.2 miles east of Wag

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

The planned Airport Road Interchange project (US 30, Section AIR) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township to approximately 0.2 miles east of Wagontown Road in Valley Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. The Airport Road interchange will be reconfigured to address the short acceleration/deceleration ramp lengths and add the missing westbound entrance and eastbound exit ramps. As part of the interchange reconfiguration turning lanes will be added to Airport Road and West Highland Boulevard will be relocated to align with Highland Boulevard/Airport Road intersection. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Airport Road over US 30 and US 30 over Wagontown Road) within the project limits. No additional travel lanes are proposed for any of the project roadways

This is a breakout of MPMS #84884

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP		6,458										
FD	581		1,615										
ROW	NHPP							3,886					
ROW	581							972					
UTL	NHPP							3,613					
UTL	581							903					
CON	NHPP								1,704				
CON	581								426				
CON	SPK-NHPP									30,000			
CON	581									7,500			
CON	STU										2,985		
CON	NHPP										57,015		
CON	581										15,000		
CON	STU											28,000	
CON	NHPP											40,000	
CON	581											17,000	
		0	8,073	0	0	0	0	9,374	2,130	37,500	75,000	85,000	0
		Total FY2019-2022		8,073		Total FY2023-2026		11,504		Total FY2027-2030		197,500	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107554 US30 & PA82 Interchange Improvement

New-B

LIMITS 0.2 miles east of Wagontown Rd in Valley to 0.1 miles west of SR 340 bridge o/

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:R3

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

The planned SR 82 Interchange project (US 30, Section 082) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 0.2 miles east of Wagontown Road in Valley Township to 0.1 miles west of the SR 340 bridge over US 30 in Caln Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with SR 82 will be undertaken to address substandard acceleration/deceleration ramp lengths and poor geometry of the westbound exit ramp. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (US 30 over W. Brandywine Creek, US 30 over SR 82, & US 30 over Moore Road) within the project limits. Reconfiguration of the SR 82/SR 340 intersection will also be undertaken as part of the project to improve movement through the intersection. No additional travel lanes are proposed on any of the roadways involved in the project.

This is a breakout of MPMS #84884.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP		4,915										
FD	581		1,229										
ROW	NHPP							2,592					
ROW	581							647					
UTL	NHPP							2,749					
UTL	581							688					
CON	NHPP								12,127				
CON	581								3,032				
CON	SPK-NHPP									30,000			
CON	581									7,500			
CON	NHPP										15,286		
CON	STU										17,591		
CON	STP										27,123		
CON	581										15,000		
CON	NHPP											20,000	
CON	581											5,000	
		0	6,144	0	0	0	0	6,676	15,159	37,500	75,000	25,000	0
		Total FY2019-2022		6,144		Total FY2023-2026		21,835		Total FY2027-2030		137,500	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 107945 *Art School Rd O/ Br Pickering Creek (Bridge)*

LIMITS West Pikeland Township

D6 Est Let: 12/13/2018 Est Let Date: 12/13/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing Structurally Deficient, Weight Restricted Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	85											
FD	185		137										
ROW	185			84									
UTL	185			17									
CON	185				301								
CON	581				858								
		85	137	101	1,159	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,482		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 108003 *McFarlan Road Sidewalks (TAP)*

LIMITS McFarlan Road

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Kennett Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will construct new sidewalk along McFarlan Road, from Rosedale Road to East Baltimore Pike. It will connect to a previous TAP project, Kennett Township Sidewalks (MPMS #102832), at the intersection of McFarlan Road and Rosedale Road. This project and MPMS #102832 will provide connections between Kennett Township and Kennett Square Borough, improving access to a number of residential and commercial developments.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	TAP	700												
		700	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022			700	Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 108004 *Woodbine Road Multi-Use Trail (TAP)*

LIMITS Woodbine Road

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will fund construction of a multi-use trail connection along Woodbine Road to connect to Lincoln Highway. The trail will connect nearby residents to local businesses and the Bishop Shanahan High School. The project also proposes to construct a small section of sidewalk along Lincoln Highway to close a sidewalk gap.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$916,600 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	917											
		917	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		917				Total FY2023-2026				Total FY2027-2030			
						0				0			

MPMS# 108920 *Brandywine Crk Slope Restoration*

New

LIMITS Brandywine Creek Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Newlin Township

FC:

AQ Code:S4

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project consists of slope stabilization and drainage improvements along Brandywine Creek Road (SR 3095) that will extend the life of the road and provide safe travel for motorists. Typical construction activities include the installation of retaining wall along the toe of the failed slope of the Brandywine Creek Road and installation of slope protections along the cut banks of Brandywine Creek.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU	6,000											
		6,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		6,000				Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110311 *PA 41 at State Road Intersection*

New

LIMITS PA 41 at State Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will address the geometry of the intersection, realign the intersection, improve sight distance, improve turning lanes, incorporate ITS, improve sidewalk and pedestrian access, and accommodate heavy vehicle traffic at the intersection.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
PE	581			113										
FD	581					179								
ROW	STU							57						
UTL	581							63						
CON	581									1,344				
		0	0	113	0	179	0	120	0	1,344	0	0	0	
Total FY2019-2022		113				Total FY2023-2026				299		Total FY2027-2030		1,344

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110451 *Reedville Rd RR Warning Devices*

New

LIMITS Wilson Mill Rd and Baltimore Pike

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will install RR Warning Devices in Lower Oxford Township between Wilson Mill Rd and Baltimore Pike.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX			15									
CON	RRX				200								
		0	0	15	200	0	0	0	0	0	0	0	0
Total FY2019-2022					215	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 110949 *Horseshoe Pike and Manor Road Intersection*

New

LIMITS Horseshoe Pike (SR 0322) and Manor Road (SR 0082)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Addition of exclusive left turn lanes along Horseshoe Pike and addition of intersection lighting.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	sHSIP	17											
FD	TOLL												
FD	sHSIP		12										
UTL	TOLL												
UTL	sHSIP		6										
CON	TOLL												
CON	sHSIP		270										
		17	288	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022					305	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110954 PA 10 Shoulder Widening

New

LIMITS Between US 30 and Lancaster County Line

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Honey Brook Borough; Honey Brook Township; Sadsbury Township; FC:

AQ Code:S4

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Shoulder widening of Route 10 (SR 0010) between US 30 (SR 0030) and Lancaster County Line

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	sHSIP	200											
		200	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		200				Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 110963 Manor Road Roundabout

New

LIMITS Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Brandywine Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Roundabout installation at Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	TOLL												
ROW	sHSIP	216											
UTL	TOLL												
UTL	sHSIP	39											
CON	TOLL												
CON	sHSIP	978											
		1,233	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		1,233				Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111474 *My School on the Move Program*

New

LIMITS

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Funding is for the interactive My School on the Move program that teaches middle school students traffic safety laws. (using SRTS funding)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF	111											
		111	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		111				Total FY2023-2026				Total FY2027-2030			
		111				0				0			

MPMS# 111477 *State Road Sidewalks*

New

LIMITS State Rd between Prospect Ave/Wickerton Rd and Schoolhouse Rd

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will construct approximately 2,500 feet of sidewalk and curb on the south side of State Road between Prospect Avenue/Wickerton Road (State Route 0841) and Schoolhouse Road (using SRTS funding) in London Grove Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF	1,280											
		1,280	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		1,280				Total FY2023-2026				Total FY2027-2030			
		1,280				0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111485 *Route 82 Crosswalks and sidewalk*

New

LIMITS The 700 block of Route 82 in East marlborough Twp

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: East Marlborough Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will construct safety improvements for better access to the Unionville-Chadds Ford Middle/High School campus through sidewalks, crosswalks, medians and roadway adjustments (using SRTS funding) in East Marlborough Township.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	SRTSF	750											
		750	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		750		Total FY2023-2026		0		Total FY2027-2030		0	

Total For Chester	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$83,496	\$94,470	\$58,435	\$58,170	\$294,571	\$345,451	\$865,857

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15008 *Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line*

LIMITS Over Amtrak/SEPTA Wilmington/Newark Rail Line

D6 Est Let: 12/12/2019 Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The existing one lane bridge is closed to traffic and will be removed. Bridge has been closed since 1997.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	BOF	281											
FD	183	52											
FD	LOC	17											
CON	BOF		1,748										
CON	183		328										
CON	LOC		109										
		350	2,185	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,535		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15183 **Station Road Bridge Over Chester Creek (CB #234)**

LIMITS Over Chester Creek

D6 Est Let: 12/9/2021 Est Let Date: 12/9/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge.

The Station Road bridge is a one lane, reinforced concrete T-beam bridge constructed in 1914 over Chester Creek in Thornbury Township. The width of the bridge is currently 18'-0" due to the numerous bituminous overlays which have concealed the original concrete curbing that previously provided a 16'-8" bridge width. It is currently posted for three tons. The purpose of the project is to correct the structural and safety deficiencies of the bridge to provide a safe and efficient crossing over Chester Creek. The bridge serves residents with local deliveries, school bus transportation, emergency services and access to the local post office located south of the crossing.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	BOF	382											
FD	179	95											
ROW	BOF		10										
ROW	179		3										
UTL	BOF		55										
UTL	179		13										
CON	BOF			2,251									
CON	179			563									
		477	81	2,814	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,372		Total FY2023-2026				0		Total FY2027-2030	
													0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15225 *Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018*

LIMITS Over SEPTA and Cobbs Creek

D6 Est Let: 3/1/2018 Est Let Date: 3/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Golf House Road and Haverford Road. One bridge crosses Cobbs Creek and one crosses SEPTA's Norristown High Speed Line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line. This road segment is included in the Delaware County Bicycle Plan. This bridge will complete the connection to the station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

The project does include construction of new stairs and ADA ramps on both sides of bridge down to the station platform areas.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	STU	5,832											
		5,832	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,832		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15251 **US 1 and PA 352 Interchange, Intersection, and Roadway Improvements SR:0352**

LIMITS At PA 352/Middletown Road

D6 Est Let: 3/17/2024 Est Let Date: 3/17/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5B

This project will entail the reconstruction and reconfiguration of this cloverleaf interchange, originally built in 1939.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access. Pedestrian facilities will be included in improvements.

This road segment is included in the Delaware County Bicycle Plan. SEPTA 110, 111, 114, and 117 bus routes use Routes 1 and 352.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	5,199											
PE	581	1,300											
FD	581					5,586							
FD	581						14,707						
ROW	NHPP						6,840						
ROW	581						1,710						
ROW	NHPP							6,840					
ROW	581							1,710					
ROW	NHPP								6,840				
ROW	581								1,710				
ROW	NHPP									6,840			
ROW	581									1,710			
ROW	NHPP										6,840		
ROW	581										1,710		
UTL	NHPP						4,054						
UTL	581						1,013						
CON	STU									32,461			
CON	185									5,430			
CON	581									2,685			
CON	STU										38,973		
CON	581										9,743		
CON	STU											22,746	
CON	581											5,686	
CON	STU												21,821
CON	581												5,455
		6,499	0	0	0	0	5,586	28,324	8,550	49,126	57,266	28,432	27,276
		Total FY2019-2022		6,499		Total FY2023-2026		42,460		Total FY2027-2030		162,100	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15306 *Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031*

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

D6 Est Let: 7/12/2018 Est Let Date: 2/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Ridley Park Borough

FC: 17

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	15											
CON	STU	3,233											
CON	STU		4,709										
		3,248	4,709	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,957		Total FY2023-2026				0		Total FY2027-2030	

MPMS# 15368 *Manoa Road Bridge over Cobbs Creek (Bridge) SR:1002*

LIMITS OVER COBBS CREEK

D6 Est Let: 3/1/2018 Est Let Date: 3/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haverford Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C, 7B

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185	2,064											
CON	185		149										
		2,064	149	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,213		Total FY2023-2026				0		Total FY2027-2030	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47147 **3rd Street Dam Over Broomall Lake**

LIMITS Over Broomall Lake/tributary to Ridley Creek

D6 Est Let: 3/15/2020 Est Let Date: 3/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

This project involves replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>		
ROW	183	48													
ROW	LOC	12													
UTL	183	48													
UTL	LOC	12													
CON	183		1,748												
CON	LOC		437												
		120	2,185	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022		2,305		Total FY2023-2026				0				Total FY2027-2030	0

MPMS# 47992 **New Road Over West Branch of Chester Creek (Crozierville Bridge)**

LIMITS Over West Branch of Chester Creek

D6 Est Let: 1/18/2020 Est Let Date: 1/18/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and is less than 1/2 mile from the Chester Creek Trail.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	BOF			1,598										
CON	LOC			399										
CON	BOF				1,598									
CON	LOC				399									
		0	0	1,997	1,997	0	0	0	0	0	0	0	0	
		Total FY2019-2022		3,994		Total FY2023-2026				Total FY2027-2030				0
									0					

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57757 *Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk*
SR:2025

LIMITS Morton Avenue from Swarthmore Avenue and 9th Avenue

D6 Est Let: 2/15/2020 Est Let Date: 2/15/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Ridley Township; Rutledge Borough

FC: 16

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

The project includes widening of the intersection of Morton Ave. and Swarthmore Ave. to provide proper turning radii and left turn lanes. The roadway will be widened and resurfaced at the intersection where needed. Existing lane widths will be maintained except where widening will take place. The new lane widths at this location are 2-12 ft travel lanes, 2-2 ft shoulders and a 10 ft left turn lane. The sidewalk is intermittent through this section of Morton Ave and will be constructed to provide pedestrians with a continuous walkway from Swarthmore Ave. to Ridley High School (9th St.). Traffic signal upgrades/replacement will take pedestrian traffic into account. The four existing traffic signals at the intersection of Morton Ave. and Swarthmore Ave. will be replaced with new signals. The system will be traffic responsive via loop detectors. The project will comply with the Regional ITS Architecture.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ		3,344										
CON	LOC		836										
		0	4,180	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022				4,180		Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 57773 *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)*

LIMITS Over Amtrak/SEPTA Rail Line between 5th Street and 6th Streets

D6 Est Let: 6/15/2019 Est Let Date: 6/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

The Lloyd Street Bridge, which was constructed in 1899, is in poor condition. This bridge, which serves the industrial waterfront is currently closed to traffic. The pedestrian walkways have been closed due to holes in the decking. This project will remove the existing bridge. A separate project will provide for a replacement bridge in the future.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	BOF	42											
ROW	183	7											
ROW	LOC	2											
UTL	BOF		1,748										
UTL	183		328										
UTL	LOC		109										
CON	BOF				4,637								
CON	183				869								
CON	LOC				290								
		51	2,185	0	5,796	0	0	0	0	0	0	0	0
Total FY2019-2022				8,032		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

D6 Est Let: 6/21/2018 Est Let Date: 6/21/2018

NHPP: Y

FC: 14

AQ Code:R1

IPD: 15

CMP Subcorridor(s): 5C

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA Route 107 and school buses. Proposed solution would be modernization of signals, road widening and channelization. Pedestrian Hand/Man signals with countdown indicators will be provided at each crossing. Project would alleviate safety problems and enhance turning movements. Design and ROW are being advanced by the township.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
UTL	CAQ	25												
UTL	581	7												
CON	CAQ	1,485												
		1,517	0	0	0	0	0	0	0	0	0	0	0	
Total FY2019-2022		1,517			Total FY2023-2026				0	Total FY2027-2030				0

MPMS# 69665 South Creek Road Bridge Over Brandywine Creek SR:3101

LIMITS Over Brandywine Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsbury Township; Chadds Ford Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

D6 Est Let: 5/16/2020 Est Let Date: 5/16/2020

NHPP: N

FC: 17

AQ Code:S19

IPD: 14

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations. This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	679											
FD	581	170											
ROW	STU	254											
ROW	581	63											
UTL	STU	108											
UTL	581	27											
CON	185					17,833							
		1,301	0	0	0	0	17,833	0	0	0	0	0	0
Total FY2019-2022		1,301			Total FY2023-2026		17,833		Total FY2027-2030			0	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69817 **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

LIMITS East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chich

D6 Est Let: 1/17/2019 Est Let Date: 1/17/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

The project involves widening and improving SR 322 to a four lane typical section with a grassy median strip from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. SEPTA's Route 119 bus uses this road.

Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Chelsea Parkway will also be improved by:

- Reconstruct the intersection to provide four through lanes U.S. 322 (Conchester Highway);
- Adding left turn lanes from eastbound U.S. 322 (Conchester Highway) onto Chelsea Parkway and from westbound U.S. 322 (Conchester Highway) onto Bethel Avenue;
- Adding deceleration lanes from eastbound U.S. 322 (Conchester Highway) for right turns onto commercial drives and Bethel Avenue, and from westbound U.S. 322 (Conchester Highway) onto Chelsea Parkway;
- Reconstructing Bethel Avenue from Chichester Avenue to the U.S. 322 (Conchester Highway)/Chelsea Parkway intersection;
- Constructing a Bethel Avenue cul-de-sac on the south side of U.S. 322 (Conchester Highway); and
- Upgrading with new adaptive traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	5,169											
UTL	581	1,292											
CON	SXF	13,649											
CON	581	3,412											
CON	NHPP		10,000										

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CON	581	2,500											
CON	STU		6,367										
CON	581		1,591										
CON	NHPP			36,974									
CON	581			9,243									
CON	NHPP				28,004								
CON	581				7,001								
CON	STU					1,480							
CON	NHPP					71,720							
CON	STP					24,108							
CON	581					24,327							
		23,522	12,500	7,958	46,217	35,005	121,635	0	0	0	0	0	0
		Total FY2019-2022		90,197		Total FY2023-2026		156,640		Total FY2027-2030		0	

MPMS# 70228 **I-476, MacDade Boulevard Ramp Improvements SR:2006**

LIMITS I-476 to Fairview Road

D6 Est Let: 8/23/2018 Est Let Date: 8/23/2018

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 11; 14

AQ Code:R2

PLAN CENTER:

IPD: 18

PROJECT MANAGER: AECOM/K. Caparra

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2D, 6A

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents. SEPTA's Route 113 bus uses MacDade Boulevard.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	581	150											
CON	STP	4,727											
CON	581	1,182											
CON	STU		4,727										
CON	581		1,182										
		6,059	5,909	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		11,968		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 *Bridgewater Road Extension*

LIMITS Concord Road to PA 452/US 322

D6 Est Let: 12/12/2024 Est Let Date: 12/12/2024

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:117

MUNICIPALITIES: Upper Chichester Township; Aston Township; Chester Township

FC: 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/T. Stevenson

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

The existing Bridgewater Road (SR 3018), which currently ends in the Bridgewater Business Park west of Concord Road (SR 3007), would be extended to connect with either PA 452 or US 322 through Chester, Upper Chichester, and Aston Townships. This project would provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322. Currently, truck drivers must navigate a circuitous route (Concord and Bethel Roads) with difficult turns and drive through a low-income residential neighborhood and by a school. The residential community along Bethel Road in Chester City and Chester Township is subject to a heavy volume of truck traffic, which should be directed onto another route. The other potential truck route goes well to the north and involves an intersection which is physically constrained and difficult/impossible for truck turns. Preliminary engineering for the new road, which would be about one mile long, was begun by PennDOT in 2007 and terminated shortly thereafter. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange)."

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			1,194									
FD	STP				1,107								
FD	581				277								
ROW	STU							806					
ROW	581							202					
UTL	STU							806					
UTL	581							202					
CON	STU								16,611				
CON	581								4,153				
		0	0	1,194	1,384	0	0	2,016	20,764	0	0	0	0
		Total FY2019-2022		2,578		Total FY2023-2026		22,780		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86368 **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

LIMITS Over Chester Creek

D6 Est Let: 9/15/2018 Est Let Date: 6/21/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township; Aston Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck.

The structure is in overall serious condition with noticeable vibration under vehicular traffic and is currently posted with a 30-ton weight restriction. The bridge superstructure consists of a cast in place reinforced concrete closed spandrel arch exhibiting heavy cracking, rust staining and efflorescence. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls and exhibits rotation due to heavy scouring as well as cracking throughout. Substandard safety features include improper post spacing of the guiderail, improper or lack of a connection between the guiderail and parapet, and the limited sight distance on the north approach due to the existing parapet. It will be replaced with a single span composite steel multi-girder bridge, with a 109'-9" clear span. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. The proposed abutments will be located outside the existing streambed. The bridge approaches will be reconstructed to provide an 11-foot wide travel lane in each direction with 5-foot wide shoulders.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	BOF	2,424											
CON	179	606											
		3,030	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,030		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86370 *Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)*

LIMITS Over Hermesprota Creek

D6 Est Let: 3/15/2019 Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Darby Township; Folcroft Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 24

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project involves replacing or rehabilitating a single span, concrete slab bridge located in Folcroft Borough and Darby Township.

The existing bridge, built in 1932, is a 25-foot single-span bridge with a 16'-11" clear span. The bridge superstructure consists of a reinforced concrete slab with reinforced concrete parapets exhibiting heavy cracking, efflorescence and spalling throughout. The bridge substructure consists of reinforced concrete abutments and U-shaped wing walls exhibiting severe spalling, moderate to heavy efflorescence and cracking throughout. The bridge is considered "structurally deficient," limiting its load carrying capacity to a maximum of 18 tons except combination loads of 24 tons. The bridge will be replaced with a 28-foot single-span composite pre-stressed concrete adjacent plank beam bridge. The new structure will have a wider clear span of 17'-9" locating the proposed abutments outside of the existing waterway. The new bridge will have an increased hydraulic opening which will decrease the water surface elevation of the 100-year flood. Tribbitt Avenue will be reconstructed to provide one 11-foot wide travel lane in each direction. A 4-foot wide shoulder will be provided on the upstream side of the bridge and a 2-foot wide shoulder on the downstream side.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	BOF	48											
UTL	179	12											
CON	BOF	2,376											
CON	179	594											
		3,030	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			3,030	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 88400 *US 1, Chester County Line to Pole Cat Road*

LIMITS Delaware County

D6 Est Let: 3/19/2021 Est Let Date: 3/19/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES:

FC: 12; 14

AQ Code:S10

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

Delaware County Route 1 Paving and ADA Ramp Reconstruction

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	53											
UTL	STU		16										
CON	581					10,454							
		53	16	0	0	0	10,454	0	0	0	0	0	0
		Total FY2019-2022			69	Total FY2023-2026			10,454	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 88407 **I-95 Overhead Bridges**

LIMITS Bridges over I-95

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Chester City

FC: 11; 14

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

This project entails rehabilitation and painting of eight (8) bridges spanning I-95 in the City of Chester. The estimated construction cost of this project is \$20,000,000 - \$25,000,000. The bridges are the Crosby Street Pedestrian Bridge, Edgmont Avenue (SR 0352), Madison Street (SR 0320), Upland Street (SR 0320), Potter Street, Walnut Street Pedestrian Bridge, Chestnut Street and Melrose Ave. The Potter Street and Melrose Ave. bridges will have their decks replaced. The Chestnut Street Bridge will have a bituminous overlay and the rocker bearings reset. The Upland Street Bridge deck will have an LMC overlay. All bridges will have miscellaneous concrete repairs, have the protective fence repaired or replaced, and will be painted. Edgmont Avenue and Chestnut Street are included in the Delaware County Bicycle Plan. SEPTA's Route 113 bus uses Melrose Avenue and SEPTA's Route 109, 117, and 118 buses use the Edgmont Avenue bridge.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581	1,331											
CON	581		1,401										
		1,331	1,401	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,732		Total FY2023-2026				0		Total FY2027-2030	
												0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92323 **Wanamaker Ave o/ Darby Ck (Bridge) SR:0420**

LIMITS Delaware County - Darby Ck is border between Tinicum Township and Prospect

D6 Est Let: 1/16/2020 Est Let Date: 1/16/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Prospect Park Borough; Tinicum Township

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The project consists of the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries S.R. 420 over Darby Creek between the Tinicum Township and Prospect Park Borough in Delaware County. Proposed work for the southbound structure includes full replacement of the structure (superstructure and substructure). The existing northbound bridge is a three span prestressed concrete composite adjacent box beam bridge carrying Northbound S.R. 0420 over Darby Creek. Proposed work for the northbound structure includes full replacement of the structure (superstructure and substructure). At the request of Delaware Valley Regional Planning Commission and the Clean Air Council, a Shared Use Path crossing will be constructed under the bridges adjacent to the southern abutments. This path will provide a connection to the adjacent John Heinz Wildlife Refuge. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	424											
FD	581	106											
ROW	STP		304										
ROW	581		76										
UTL	STP		314										
UTL	581		79										
CON	NHPP					5,751							
CON	185					1,437							
CON	NHPP						5,751						
CON	185						1,437						
		530	773	0	0	7,188	7,188	0	0	0	0	0	0
		Total FY2019-2022		1,303		Total FY2023-2026		14,376		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92739 Glen Riddle o/Chrome Run (Bridge)

New

LIMITS Middletown Township North of Brandywine Drive

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B

Bridge rehabilitation/replacement of Glen Riddle Road over Chrome Run.

A final alternative for bridge rehabilitation is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	TOLL												
FD	STP	200											
ROW	TOLL												
ROW	STP		75										
UTL	STU		159										
UTL	TOLL												
UTL	STP		341										
CON	TOLL												
CON	STP			1,000									
		200	575	1,000	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,775		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92808 *Marshall Rd o/ Cobbs Crk (Bridge)*

LIMITS Between Cobbs Creek Parkway and 69th Street

D6 Est Let: 12/8/2022 Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township and City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	250											
FD	STP		174										
FD	185		696										
ROW	185			12									
ROW	581			48									
UTL	185			24									
UTL	581			96									
CON	185												1,830
CON	581												9,184
		250	870	180	0	0	0	0	0	0	0	0	11,014
		Total FY2019-2022		1,300		Total FY2023-2026		0		Total FY2027-2030		11,014	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 93105 **State Rd o/Darby Creek (Bridge)**

LIMITS State Road (SR 0001) between Rolling Road and State Road(SR 2026)

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C

Bridge rehabilitation of State Road over Darby Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	318											
FD	581	1,273											
ROW	185	106											
ROW	581	424											
UTL	581	290											
UTL	185	240											
CON	NHPP		3,090										
CON	581		773										
CON	185		620										
CON	NHPP			3,090									
CON	581			772									
		2,651	4,483	3,862	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		10,996		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 US 202 and US 1 Loop Road

LIMITS 202/1 Intersection and Looproad

D6 Est Let: 4/15/2021 Est Let Date: 4/15/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

CMP Subcorridor(s): 5B, 8A

This project is in Concord and Chadds Ford Townships and involves intersection improvements to ease congestion. Improvements include pavement widening, pavement reconstruction and signal upgrades to accommodate an additional northbound US 1 travel lane through the intersection and a double left turn lane for northbound US 202. Other roadway improvements will include landscaped medians throughout the project area; eastbound and westbound left turn lanes and a signalized US 202 pedestrian crossing at the US 202/State Farm Drive/Brandywine Drive intersections; signalized pedestrian crossings at the US 1/Applied Bank Boulevard/State Farm Drive intersection; and elimination of the southbound Route 1 left turn lane at Dickinson Drive. Project CMP commitments include sidewalks, crosswalks, and enhanced bus stop areas in consultation with SEPTA. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		463										
FD	581		116										
ROW	STP		131										
ROW	581		33										
UTL	STP			225									
UTL	581			56									
CON	185									2,016			
CON	581										1,971		
		0	743	281	0	0	0	0	0	2,016	1,971	0	0
		Total FY2019-2022		1,024		Total FY2023-2026		0		Total FY2027-2030		3,987	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98216 Michigan Ave over Little Crum Creek (CB# 210) (Bridge)

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is structurally deficient. The bridge is posted with a 12 ton weight restriction and requires continual maintenance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "Structurally Deficient" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards. The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
FD	183	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98217 *Hilldale Road over Darby Creek (CB# 149) (Bridge)*

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lansdowne Borough; Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5E

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County.

Delaware County Bridge #149, originally built in 1928, is a 92 foot two-span reinforced concrete T-beam bridge. The County is taking proactive action by replacing Hilldale Road Bridge due to the rapid deterioration of T-beam bridges in recent years. A lightly vegetated island is located downstream of the pier, and the east downstream banks are lined with gabion baskets that extend approximately 300 feet downstream. The island is forcing the flow towards the adjacent embankment. A traffic count performed in 2009 indicates an average daily traffic (ADT) of 2,379 vehicles per day.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98218 *South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)*

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Glenolden Borough; Norwood Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned South Avenue Road Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

Built in 1927, the existing South Avenue Bridge is a single span reinforced concrete slab bridge. The parapets over the structure are forty-inch high pigeonhole parapets with forty-inch high solid concrete parapets over the wing walls. The concrete structure has an overall span length of 20 feet with a weight restriction of 13 tons, except combinations of 24 tons. The bridge carries two lanes of traffic over Muckinipattis Creek and has a curb-to-curb width of 32 feet with 7' sidewalks on both the upstream and downstream sides. South Avenue approaching the structure has a 32 foot wide cartway with 6-inch curb and 4-foot sidewalk between Ridgeway Ave and Chester Pike (SR 13). There is existing sidewalk along South Avenue on the downstream side of the structure providing pedestrian access to Chester Pike, the sidewalk on the upstream side of the structure ends at the limits of the parapet wall.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		0		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 99668 *PA 291 Drainage Improvement*

LIMITS Between Crum Creek and Darby Creek

D6 Est Let: 1/17/2019 Est Let Date: 1/17/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Eddystone Borough; Ridley Park Borough; Tinicum Township

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2D, 4C, 6A

This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, and construction of ditches to alleviate the existing flooding of the roadway. The existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	80											
ROW	581	80											
UTL	STU	53											
CON	581			1,126									
		213	0	1,126	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,339		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 102835 Hillside Road Pedestrian Safety Improvements (TAP)

LIMITS Hillside Rd from Glenloch Rd to Crum Lynne Rd. Glenloch Rd along Hillside Rd to
IMPROVEMENT Bicycle/Pedestrian Improvement

D6 Est Let: 3/1/2018
NHPP:

No Let Date

MUNICIPALITIES: Ridley Park Borough

FC:

AQ Code:A2

PLAN CENTER: Town Center

IPD: 18

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

Construct an enhanced crosswalk across W. Dupont Street and a new pedestrian path from Dupont Street through Eastlake Park (Borough-owned park), replace the footbridge over Little Crum Creek, and construct sidewalk along Hillside Road to Glenloch Road. The current conditions along this route include a standard crosswalk across Dupont Street to nowhere (it ends into an upright curb), an undefined path across a baseball field, a dilapidated footbridge over the creek, and no sidewalk along Hillside Road. Construct sidewalk along Hillside Road from Glenloch Road to Crum Lynne Road and to construct an enhanced crosswalk across Crum Lynne Road. There is intermittent sidewalk along Hillside Road in this stretch.

The limits for this project are along Hillside Road from Glenloch Road to Crum Lynne Road. Glenloch Road along Hillside Road through Eastlake Park to W. Dupont Ave.

\$530,000 Regional TAP funds were approved during the 2014 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		0		Total FY2023-2026		0		Total FY2027-2030		0			

MPMS# 103216 Jansen Avenue Grade Crossing

LIMITS Between PA 291 and Old Tinicum Island Road
IMPROVEMENT Intersection/Interchange Improvements

NHPP:

No Let Date

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 15

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

This project will install a railroad warning lights at the Jansen Avenue grade crossing which is located between PA 291 and Old Tinicum Island Road in Tinicum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX	0	273	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		273		Total FY2023-2026		0		Total FY2027-2030		0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103217 **Main Street Grade Crossing**

LIMITS Between 5th and 7th Streets

D6 Est Let: 2/27/2020 Est Let Date: 2/27/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 25

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The Main Street-CSX rail line grade crossing (US DOT #140641S) in Darby Borough needs to be updated and may include improvements such as new gates, lights, traffic signals (if warranted), drainage, and improvements to the crossing surface and roadway for all users at and around the grade crossing. This grade crossing currently poses significant safety concerns as it accommodates train traffic from a major interstate freight line throughout the day, vehicular traffic from two roads (Main St. and Sixth St.), and pedestrian traffic from nearby schools and retail establishments. Adding to the crossing's complexity is SEPTA's trolley route 11 that operates within the Main St. cartway and bisects the freight rail line (with trolley stops located on both sides of the grade crossing). The grade crossing was the subject of a two phase study conducted by DVRPC and overseen by a broad-based steering committee (see DVRPC publication #11012 and #12014).

This project was selected from the 2015 Pennsylvania Statewide Rail-Highway Grade Crossing Program for \$337,653 RRX funds.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	581	1,476											
ROW	581	142											
UTL	STU		2,852										
CON	RRX		369										
CON	STU		5,095										
		1,618	8,316	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,934		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104343 *US 322 over CSX (Bridge)*

LIMITS I-95 Interchange to PA 452 Interchange

D6 Est Let: 12/3/2019 Est Let Date: 12/3/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8A

Replacement of the bridge carrying SR 322 over CSX and Bethel Road as well as improvements to the Bethel Road Interchange.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	1,061											
ROW	185		1,093										
UTL	581		240										
UTL	185		853										
CON	STU			7,503									
CON	185			1,875									
CON	NHPP				7,503								
CON	185				1,875								
CON	NHPP					7,503							
CON	185					1,875							
		1,061	2,186	9,378	9,378	9,378	0	0	0	0	0	0	0
		Total FY2019-2022		22,003		Total FY2023-2026		9,378		Total FY2027-2030		0	

MPMS# 104610 *Erickson Avenue Grade Crossing*

LIMITS Between the intersection of 3rd Street & Old Tinicum Island Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S8

PLAN CENTER:

IPD: 15

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C, 6A

This project will install railroad warning devices at the Erickson Avenue grade crossing which is located between the intersection of 3rd Street and Old Tinicum Island Road in Tinicum Township, Delaware County. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX		218										
		0	218	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		218		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107177 **Moore Road Sidewalk Project (TAP)**

LIMITS Brookhaven Road to the Nether Providence Elementary School to Creekside Swi
IMPROVEMENT Bicycle/Pedestrian Improvement

D6 Est Let: 11/1/2018
NHPP:

No Let Date

MUNICIPALITIES: Nether Providence Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 15

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2D

The Moore Road project is to establish a continuous concrete curb and walk along the north side of Moore Road from Brookhaven Road to the Nether Providence Elementary School and continuing to a local public swim club, Creekside Swim Club, at the corner of Georgetown Road.

Project was awarded \$825,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 107178 **Springfield Township Sidewalk Improvements (TAP)**

LIMITS SEPTA Transit Station and Health Campus/Golf View Estates
IMPROVEMENT Bicycle/Pedestrian Improvement

D6 Est Let: 10/18/2018
NHPP:

No Let Date

MUNICIPALITIES: Springfield Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 5C

The Sproul Road corridor will be enhanced with a continuous sidewalk connection between the SEPTA Springfield Mall trolley station and Springfield Hospital/Healthplex/Golf View Estates active adult community, and defined curb cuts and crosswalks for safe pedestrian movements.

Project was awarded \$280,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 107652 US 202/US 1 ITS Corridor

LIMITS

D6 Est Let: 7/12/2018

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: HNTB/N.Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 8A

Installation of adaptive signals and ITS infrastructure at 17 intersections in US 202 (Matlack Street to Delaware state line) and US 1 (Lenape Road, Kennett Township to US 202) in Chester and Delaware Counties. Will connect to PennDOT Regional Traffic Management Center.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	2,798											
		2,798	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,798		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 107995 Radnor Township Trail (TAP)

LIMITS Radnor Township

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

The Radnor TAP Trail will build a low-cost, immediate, 5 mile north/south Circuit Route to create a nearly continuous 7.6 mile on-road and off-road bicycle route. The 5 mile trail runs from the northern end of the Township connecting Wayne with the existing Radnor Trail to 4 SEPTA Stations. The trail will also link to Villanova University along South Ithan Ave. to Haverford Township.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$1,000,000 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 108005 *Avenue of the States Streetscape (TAP)*

LIMITS Chester City's Central Business District

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

This project will fund the construction of sidewalk and streetscape improvements in Chester's Central Business District. The City of Chester was awarded funding through the federal Transportation and Community Systems Preservation (TCSP) program to initiate a set of improvements to the Downtown Triangle (see MPMS #72913). The TAP funds will allow the City to complete the project. The TAP-funded work will improve access to the Chester Transportation Center, an intermodal public transit station including both regional rail lines and bus routes, located at 6th Street and the Avenue of the States.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$913,488 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	913											
		913	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		913		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 108910 *I-95 Noise Abatement*

New

LIMITS Highland Avenue to Ridley Creek (I-95 Corridor)

D6 Est Let: 12/15/2022

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:230

MUNICIPALITIES: Chester City; Chester Township

FC:

AQ Code:X6

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D

This project is located along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County and involves the evaluation of potential noise abatement locations. The preliminary phase will include modeling to assess noise reduction benefits to residential areas, and coordination with the municipalities and residents to arrive at a list of priority recommendations for implementation. The selection of locations to receive noise abatement will be based on areas that will realize noise level reductions, benefit the most residents, and can be constructed within funding availability. Preliminary design and environmental evaluations will be completed for the selected locations.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	581	530											
FD	581					1,194							
ROW	581									672			
UTL	581									672			
CON	STP									419			
CON	STU									3,438			
CON	NHPP									4,744			
CON	581									2,150			
		530	0	0	0	1,194	0	0	0	12,095	0	0	0
		Total FY2019-2022		530		Total FY2023-2026		1,194		Total FY2027-2030		12,095	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 110951 *Macdade Blvd. Corridor Safety Improvements*

New

LIMITS Fairview to Ashland

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Glenolden Borough; Ridley Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Road diet from Woodcrest Rd. to Grays Ave.; left turn lanes at Milmont, Swarthmore, Amosland, & Holmes; right turn lanes at Fairview, Morton, Monta Vista, Kedron, & South; modify left turn phases from Fairview to Ashland; modernize signals along corridor with interconnect & fiber optic.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	sHSIP	180											
FD	TOLL												
FD	sHSIP	120											
CON	TOLL												
CON	sHSIP		796										
CON	TOLL												
CON	sHSIP			2,000									
		300	796	2,000	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,096		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 110965 *Marshall Road Corridor Safety Improvements*

New

LIMITS Plumstead Ave. to Cobbs Creek Pkwy.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8F

Road diet from Sherbrook to Long & Hampden to Powell; left turn lanes at 5 intersections; right turn lanes at 3 intersections; modification of left turn phases at 6 intersections; increase pavement friction within road diet limits; modernize signals along corridor including interconnect and fiber optic.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	TOLL												
FD	sHSIP	322											
CON	TOLL												
CON	sHSIP	1,500											
CON	TOLL												
CON	sHSIP		1,447										
		1,822	1,447	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,269		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111021 *Bethel Road Roundabout*

New

LIMITS Bethel Road (SR 3017) & Mill Road (SR 3014)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

Roundabout installation at Bethel Road (SR 3017) & Mill Road (SR 3014)

		TIP Program Years (\$ 000)												
<u>Phase</u>	<u>Fund</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
ROW	TOLL													
ROW	sHSIP	352												
UTL	TOLL													
UTL	sHSIP	47												
CON	TOLL													
CON	sHSIP		763											
CON	TOLL													
CON	sHSIP			400										
		399	763	400	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,562		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 111022 *Chichester Avenue Corridor Safety Improvements*

New

LIMITS Laughead Ave. to Bethel/Thornton Rd.

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:R2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Traffic signal installation at Pleasant Ave./I-95 Ramp C and Johnson Ave/I-95 Ramp A/B; convert pedestal to mast arm at Bethel/Thornton; Modify left turn phase at Meetinghouse/Thornton.

		TIP Program Years (\$ 000)												
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
PE	TOLL													
PE	sHSIP													
FD	TOLL													
FD	sHSIP	36												
CON	TOLL													
CON	sHSIP		849											
		36	849	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		885		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111486 *Octoraro Trail Construction - Phase 1*

New

LIMITS State Route 202 to Temple Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5B, 8A

Funding for this project will pay for the construction of Phase 1A of the multi-use Octoraro Trail in Concord Township from State Route 202 to Temple Road in Concord Township

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	TAP	1,163											
		0	1,163	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,163		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111487 *Walkable Chadds Ford*

New

LIMITS US 1 to Village of Chadds Ford at S Creek Rd & Station Way Rd/N Creek Rd

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chadds Ford Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

Funding is for the development of a multi-use trail extending from the Township Municipal Complex on the south side of U.S. Route 1 to the Village of Chadds Ford at South Creek Road and Station Way Road/North Creek Road (using SRTS funding) in Chadds Ford Township.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111488 Media Borough Ridge Road Stormwater Improvements

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 5C, 5D

This project will install three Best Management practices (BMP) Green Infrastructure projects and enhance existing conveyance pipes to reduce flooding in north Media, making streets and sidewalks safer and improving the local water quality.

The project will take place in the north tip of Media Borough, from the intersection of N. Providence Road (SR 252) and Ridge Road, west on Ridge Road to N. Olive Street, and south on Olive to Eighth Street.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	400											
		400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		400		Total FY2023-2026		0		Total FY2027-2030		0	

Total For Delaware	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$74,205	\$58,955	\$32,190	\$64,772	\$230,122	\$275,115	\$189,196

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek SR:7102*

LIMITS Over Tookany Creek

D6 Est Let: 12/15/2019 Est Let Date: 12/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183	82											
FD	LOC	20											
ROW	STP	45											
ROW	183	8											
ROW	LOC	3											
UTL	STP		49										
UTL	183		9										
UTL	LOC		3										
CON	STP		1,399										
CON	183		262										
CON	LOC		87										
		158	1,809	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,967		Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16214 *PA 611, Old York Road Over SEPTA West Trenton Line (Bridge) SR:0611*

LIMITS Over SEPTA West Trenton Line (Noble Station)

D6 Est Let: 5/10/2018 Est Let Date: 5/15/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Abington Township

FC: 14

AQ Code: S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	480											
CON	185	120											
CON	NHPP		3,890										
CON	185		972										
CON	NHPP			4,370									
CON	185			1,092									
		600	4,862	5,462	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		10,924		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA Paoli Rail Lines SR:7104*

LIMITS Over Amtrak/SEPTA Paoli Rail Lines

D6 Est Let: 7/12/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code: S19

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides. Sufficiency Rating: 26.0

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU		4,173										
CON	183		783										
CON	LOC		261										
		0	5,217	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,217		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16239 *New Hanover Square Road Bridge (Bridge)*

LIMITS Between New Road and Swamp Creek

D6 Est Let: 12/9/2022 Est Let Date: 12/9/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Hanover Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over Swamp Creek on New Hanover Square Road between New Road and Swamp Creek Road in New Hanover Township. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	185	435											
ROW	185		131										
UTL	STP		52										
UTL	185		13										
CON	STP									2,150			
CON	185									538			
		435	196	0	0	0	0	0	0	2,688	0	0	0
		Total FY2019-2022		631		Total FY2023-2026		0		Total FY2027-2030		2,688	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16334 **PA 73, Church Road Intersection and Signal Improvements SR:0073**

LIMITS Greenwood Avenue to Rice's Mill Road

D6 Est Let: 1/17/2020 Est Let Date: 4/17/2019

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2025M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14E

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
PE	CAQ	268												
PE	581	67												
FD	CAQ	579												
FD	581	144												
ROW	CAQ		1,418											
ROW	581		355											
UTL	CAQ		192											
UTL	581		48											
CON	CAQ			9,004										
		1,058	2,013	9,004	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		12,075		Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 *Church Road Bridge Over Norristown High Speed Line (CB) SR:7220*

LIMITS Over SEPTA Route 100

D6 Est Let: 7/26/2018 Est Let Date: 7/26/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	3,678											
CON	183	690											
CON	LOC	230											
		4,598	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,598		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

D6 Est Let: 2/15/2020 Est Let Date: 2/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing structure that is comprised of a stone masonry viaduct with two, 3-span stone masonry arch spans and 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and related flood plain. The bridge is currently closed to traffic.

The final alternative for bridge rehabilitation or replacement will be determined upon federal National Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	BOF	525											
FD	183	99											
FD	LOC	33											
ROW	STP		58										
ROW	183		12										
ROW	LOC		3										
UTL	STP			61									
UTL	183			11									
UTL	LOC			3									
CON	STU												1,985
CON	STP												5,064
CON	183												1,322
CON	LOC												441
		657	73	75	0	0	0	0	0	0	0	0	8,812
		Total FY2019-2022		805		Total FY2023-2026				0		Total FY2027-2030	
												8,812	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 **PA 309, Connector Project - Phase I SR:1058**

LIMITS Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Towamencin Township; Lower Salford Township; Franconia Townshi **FC:** 14; 16

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 11A, 14C

Final Design funding in this project is for Phase 2 of the PA 309 Connector Project: Allentown Road to Souderton Pike (HT2) - MPMS #77211. This is for record keeping and the original timing of MPMS #16438 has not changed, as the physical work was completed in late 2012. See MPMS #77211 for description of project.

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass and is listed under MPMS #105803.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION, \$0 available. DEMO PA ID #206 - \$4,59,394, \$0 available.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	3,692											
FD	581	923											
		4,615	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,615		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 *Ridge Pike, Harmon Road to Crescent Avenue Reconstruction and Signal Upgrade SR:0000*

LIMITS Harmon Road to Crescent Avenue

D6 Est Let: 2/6/2022 Est Let Date: 2/6/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 15B

This project involves reconstructing the roadway and drainage system, upgrading and interconnecting traffic signals, and adding turn lanes at Butler Pike, Joshua Road, and Crescent Avenue. Sidewalks will be included where feasible. East of Crescent Avenue, Montgomery County will be reconstructing and widening Ridge Pike as a separate County-funded project.

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
FD	LOC	1,857											
ROW	STU		1,530										
ROW	LOC		382										
UTL	STU		131										
UTL	LOC		33										
CON	STU					7,005							
CON	LOC					1,751							
CON	STU						7,005						
CON	LOC						1,751						
CON	STP							1,132					
CON	STU							1,132					
CON	LOC							875					
CON	STP								3,502				
CON	LOC								875				
		1,857	2,076	0	0	8,756	8,756	3,139	4,377	0	0	0	0
		Total FY2019-2022		3,933		Total FY2023-2026		25,028		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16599 PA 320 at Hanging Rock SR:0320

LIMITS Upper Gulph Road to Arden Road adjacent to the "Hanging Rock"

D6 Est Let: 6/20/2019 Est Let Date: 6/20/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:S4

PLAN CENTER:

IPD: 14

PROJECT MANAGER: AECOM/E. Reagle

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

Road restoration, including road stabilization along the creek. The character of the roadway will not be changed. The road width currently varies between 24' and 28' with curbing and guiderail. The width of the restored road will be evened out to 28' with curbing and guiderail.

Project includes replacing existing wall along creek. Reconstruct roadway, construct concrete curbs, install storm pipes and inlets as needed, install guide rail as required.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	581	530											
UTL	581	530											
CON	581		1,174										
CON	581			4,070									
CON	581				2,699								
CON	581					3,797							
		1,060	1,174	4,070	2,699	3,797	0	0	0	0	0	0	0
		Total FY2019-2022		9,003		Total FY2023-2026		3,797		Total FY2027-2030		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16665 **US 202, Markley Street Southbound (Section 500) SR:0202**

LIMITS Main Street to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: Norristown Borough; East Norriton Township

FC: 14

AQ Code:S10

PLAN CENTER: Town Center

IPD: 26

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	NHPP	3,140											
ROW	581	785											
UTL	NHPP	2,292											
UTL	581	573											
		6,790	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			6,790	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16705 **Chester Valley Trail Extension (C036)**

LIMITS South Gulph Road Bridge to Schuylkill River Trail

D6 Est Let: 11/29/2018 Est Let Date: 8/15/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Norristown Borough; Upper Merion Township; Bridgeport Borough

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter; Town Center

IPD: 23

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 8D, 9B

This project includes the development of a 3.5 mile extension through Upper Merion, Bridgeport, and Norristown of the current paved Chester Valley Trail connecting from Exton to King of Prussia. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery County to Bucks County. This project is part of the MontCo 2040 county comprehensive plan's proposed county-wide trail system.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Chester Valley Trail in Chester County is the region's second-highest volume multi-use trail. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown, the region's highest volume trail, and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	CAQ	239											
ROW	CAQ	1,469											
ROW	LOC	367											
CON	CAQ	7,471											
CON	CAQ		6,957										
		9,546	6,957	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		16,503		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 WarminsterRd/Pennypack Ck (Bridge)

LIMITS over Pennypack Creek

D6 Est Let: 4/11/2019 Est Let Date: 4/11/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Moreland Township; Hatboro Borough

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	100											
CON	STU	2,122											
CON	185	1,157											
		3,379	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,379		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 US 422 Expressway Section M1B SR:0422

LIMITS Norfolk Southern RR to Park Rd.

D6 Est Let: 10/24/2019 Est Let Date: 10/24/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: Lower Pottsgrove Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	1,018											
ROW	185	255											
UTL	NHPP	679											
UTL	185	170											
CON	NHPP		10,225										
CON	185		2,563										
CON	NHPP			10,225									
CON	185			2,563									
CON	NHPP				10,225								
CON	185				2,563								
CON	NHPP					5,115							
CON	185					1,278							
CON	NHPP						7,672						
CON	185						1,918						
CON	NHPP							7,672					
CON	185							1,918					
		2,122	12,788	12,788	12,788	6,393	9,590	9,590	0	0	0	0	0
		Total FY2019-2022		40,486		Total FY2023-2026		25,573		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16741 *Swamp Road at PA 663 SR:0663*

LIMITS Swamp Road at PA 663

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: New Hanover Township

PLAN CENTER:

PROJECT MANAGER: Gannett/M. McGuire

D6 Est Let: 6/15/2019 Est Let Date: 6/15/2019

NHPP: Y

FC:

AQ Code:S19

IPD: 14

CMP: Not SOV Capacity Adding

This project involves bridge replacement and widening PA 663 to accommodate exclusive left turn lanes on both approaches to Swamp Pike. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581	338											
UTL	581	318											
CON	NHPP		2,185										
CON	581		546										
		656	2,731	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,387		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 36878 *Reliance Rd Grade X-ing*

LIMITS Between Railroad Ave and N. 2nd St.,

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Souderton Borough

PLAN CENTER: Town Center

PROJECT MANAGER: MAL/ M. Lang

No Let Date

NHPP:

FC:

AQ Code:S8

IPD: 3

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A, 14C

Installation of railroad warning devices

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX	268											
		268	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		268		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48172 PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023

LIMITS Moore Rd to Geerdes Blvd

D6 Est Let: 10/28/2021 Est Let Date: 10/15/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:161

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 9B

Replace structurally deficient, functionally obsolete, weight restricted (30 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP		813										
ROW	581		203										
UTL	STP		887										
UTL	581		222										
CON	185			1,975									
CON	185			25									
CON	185			1,308									
CON	185				2,258								
CON	581					8,890							
CON	185					2,110							
		0	2,125	3,308	2,258	11,000	0	0	0	0	0	0	0
		Total FY2019-2022		7,691		Total FY2023-2026		11,000		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48174 PA 63, Welsh Rd. SR:0063

LIMITS at PA 152, Limekiln Pk. & Norristown Rd.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width

Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581				2,000								
ROW	581					3,406							
ROW	581						6,000						
CON	NHPP								1,578				
CON	STU								8,911				
CON	581								2,622				
		0	0	0	2,000	3,406	6,000	0	13,111	0	0	0	0
		Total FY2019-2022			2,000	Total FY2023-2026			22,517	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48175 Ridge Pike, PA Turnpike to Butler Pike SR:0000

LIMITS PA Turnpike to Chemical Road

D6 Est Let: 2/27/2020 Est Let Date: 2/27/2020

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2025M

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

Ridge Pike is a Montgomery County owned principal arterial on the NHS. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane cross-section. Work includes pavement and drainage replacement; upgrading existing and adding new traffic signals including traffic signal interconnect, and adding sidewalks. The overall project extends from the Pennsylvania Turnpike to Chemical Road. Two new bridges over the Turnpike and Norfolk Southern Railroad tracks are proposed under companion projects, MPMS #92839 and #110444, which will be let and constructed concurrently with MPMS #48175.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP		3,933										
CON	LOC		983										
CON	NHPP			3,933									
CON	LOC			983									
		0	4,916	4,916	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,832		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 48187 *Henderson/Gulph Road Widen near I-76 Ramps SR:3029*

LIMITS Shoemaker; S Gulph: Crooked Lane to Gulph Mills Intersection

D6 Est Let: 1/7/2021 Est Let Date: 1/7/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Shoemaker Road as well as widening to four lanes along South Gulph Road between Crooked Lane to the I-76 Gulph Mills intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP		443										
ROW	581		110										
UTL	STP		684										
UTL	581		172										
CON	NHPP			5,747									
CON	581			1,436									
CON	NHPP				5,747								
CON	581				1,436								
		0	1,409	7,183	7,183	0	0	0	0	0	0	0	0
		Total FY2019-2022		15,775		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 50646 *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

LIMITS Over Unami Creek and East Branch of Perkiomen

D6 Est Let: 3/15/2018 Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Marlborough Township; Upper Salford Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: HNTB/G. Gumas

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP*			3,049									
		0	0	3,049	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,049		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 51095 I-76 Schuylkill Expressway Corridor ITS

Return

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:236

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	CAQ	1,965											
PE	581	491											
		2,456	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			2,456	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS Over abandoned Reading Railroad Tracks

D6 Est Let: 8/23/2018 Est Let Date: 8/23/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Pennsburg Borough

FC: 14

AQ Code:S2

PLAN CENTER: Rural Center

IPD: 14

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

A narrow bridge over former railroad tracks constrains traffic and restricts sight distance on Route 29 (Gravel Pike) in Pennsburg Borough between 10th and 11th Streets. The bridge would be removed and Route 29 would be connected with the adjacent wider road sections. A pedestrian underpass for the future Perkiomen Trail extension is planned. This is a bridge bill project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP	94											
ROW	185	23											
UTL	TOLL												
UTL	STP	99											
CON	185												
						4,032							
		216	0	0	0	0	4,032	0	0	0	0	0	0
		Total FY2019-2022			216	Total FY2023-2026			4,032	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57858 Lafayette Street Extension (MG1) SR:9102

Return

LIMITS Dannehower Bridge to PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

FC: 9

AQ Code:2035M

PLAN CENTER:

IPD: 23

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 1A, 8E, 9B

This project (Section MG1) serves as the design parent project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road. In addition to the new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as a cashless toll interchange with the Pennsylvania Turnpike.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 87392.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	STU	1,600											
ROW	LOC	400											
UTL	STU	400											
UTL	LOC	100											
		2,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,500		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57865 Edge Hill Road Reconstruction SR:2034

LIMITS Easton Road to Jenkintown Road

D6 Est Let: 6/21/2018 Est Let Date: 6/21/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Abington Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	421											
CON	STP	156											
CON	STP		1,923										
CON	STU		9,332										
CON	STU			2,168									
		577	11,255	2,168	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		14,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63486 **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

LIMITS Johnson Highway to Township Line Road

D6 Est Let: 2/28/2019 Est Let Date: 2/28/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	1,855											
CON	NHPP		10,708										
CON	581		2,677										
CON	NHPP			10,708									
CON	581			2,677									
CON	NHPP				10,708								
CON	581				2,677								
CON	NHPP					5,354							
CON	581					1,338							
CON	NHPP						5,354						
CON	581						1,338						
		1,855	13,385	13,385	13,385	6,692	6,692	0	0	0	0	0	0
		Total FY2019-2022		42,010		Total FY2023-2026		13,384		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63490 **US 202, Township Line Road to Morris Road (61N) SR:0202**

LIMITS Township Line Road to Morris Road

D6 Est Let: 4/26/2018 Est Let Date: 4/26/2018

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 2A, 8F

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd/Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP*	3,859											
UTL	NHPP*		1,929										
UTL	NHPP*			1,929									
CON	NHPP*	11,268											
CON	NHPP*		2,000										
CON	NHPP*			3,922									
CON	NHPP*				2,000								
CON	STP*					5,000							
		15,127	3,929	5,851	2,000	5,000	0	0	0	0	0	0	0
		Total FY2019-2022		26,907		Total FY2023-2026		5,000		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63491 **US 202, Morris Road to Swedesford Road (65S) SR:0202**

LIMITS Morris Road to Swedesford Road

D6 Est Let: 1/15/2019 Est Let Date: 1/15/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Lower Gwynedd Township; Upper Gwynedd Township; Whitpain Tow **FC:** 14

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 18

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

CMP Subcorridor(s): 8F, 12B, 14C

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	3,395											
UTL	581	849											
CON	NHPP		3,440										
CON	581		860										
CON	STU			3,440									
CON	581			860									
CON	STP				5,824								
CON	NHPP				935								
CON	581				1,689								
CON	STU					6,680							
CON	NHPP					13,440							
CON	581					5,030							
CON	STU						10,000						
CON	581						2,500						
CON	STP							10,000					
CON	581							2,500					
		4,244	4,300	4,300	8,448	25,150	12,500	12,500	0	0	0	0	0
		Total FY2019-2022		21,292		Total FY2023-2026		50,150		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64795 *Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045*

LIMITS I-76 to Rock Hill Road

D6 Est Let: 7/15/2020 Est Let Date: 7/15/2020

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:120

MUNICIPALITIES: Lower Merion Township

FC: 16

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/B. Masi

CMP: Major SOV Capacity

CMP Subcorridor(s): 3B, 7B

Widen Belmont Avenue to provide additional lanes, from two to four lanes, intersection improvements and streetscape improvements; replace railroad overpass from from I-76 to Rock Hill Road. This project will also include improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185									3,692			
CON	185										35,777		
CON	185											5,252	
		0	0	0	0	0	0	0	0	3,692	35,777	5,252	0
Total FY2019-2022		0				Total FY2023-2026				Total FY2027-2030			
		0				0				44,721			

MPMS# 64798 *North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412*

LIMITS Over Amtrak/SEPTA Paoli

D6 Est Let: 9/15/2019 Est Let Date: 9/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	STP	986											
ROW	183	185											
ROW	LOC	62											
UTL	STU		2,230										
UTL	183		419										
UTL	LOC		1,401										
CON	STU		4,371										
CON	183		820										
CON	LOC		273										
		1,233	9,514	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		10,747				Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 **PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422**

LIMITS US 422 to North Gulph Road

D6 Est Let: 3/26/2020 Est Let Date: 3/26/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796).
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$6,864,799

TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	SXF	2,897											
UTL	TOLL												
CON	SXF			3,968									
CON	NHPP			4,769									
CON	TOLL												
CON	TOLL												
CON	NHPP				4,769								
		2,897	0	8,737	4,769	0	0	0	0	0	0	0	0
		Total FY2019-2022		16,403		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

D6 Est Let: 9/15/2019 Est Let Date: 9/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitmarsh Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves rehabilitating or replacing the heavily traveled bridge across the Wissahickon Creek in Whitmarsh. The bridge is closed. The county will provide new pedestrian access on the bridge that would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	451											
FD	183	85											
FD	LOC	28											
ROW	STP	98											
ROW	183	18											
ROW	LOC	6											
CON	STU			2,701									
CON	183			506									
CON	LOC			169									
		686	0	3,376	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,062		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74816 *Whitemarsh Street Imprv (TE)*

LIMITS Whitemarsh Township

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Whitemarsh Township

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Minor SOV Capacity

D6 Est Let: 3/29/2018 Est Let Date: 3/29/2018

NHPP:

FC:

AQ Code:2025M

IPD: 16

CMP Subcorridor(s): 15B

Has been combined with 74937.

Street Improvements

Whitemarsh Township

Corridor Safety Improvements

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

Any additional funds required to complete the project will be provided locally.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	1,843											
		1,843	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			1,843	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 74937 *Whitemarsh Township Street Improvements*

LIMITS Germantown Pike, Church Road to Joshua Road

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Whitemarsh Township

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Return

No Let Date

NHPP: Y

FC: 14

AQ Code:S6

IPD: 16

CMP Subcorridor(s): 15B

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. The installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, on-street parking, and landscaping; along with other related street Improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road.

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STP	640											
		640	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			640	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77211 **PA 309 Connector: Allentown Road to Souderton Pike (HT2)**

LIMITS Allentown Road to Souderton Pike

D6 Est Let: 12/3/2020 Est Let Date: 12/12/2022

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC: 12; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed and widened Wambold Road from PA 63 (Sumneytown Pike to Allentown Road, was carried under MPMS #16438.

Phase 2 will include the following improvements:

- Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
- Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
- Realign and signalize the intersection of Penn Street and Township Line Road;
- Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass and is listed under MPMS #105803.

Project CMP (Congestion Management Process) commitments include signal and intersection improvements, turning movement enhancements, accommodations for pedestrians and bicyclists, coordination with SEPTA, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	TOLL												
ROW	STP		1,639										
ROW	NHPP			499									
ROW	TOLL												
ROW	STP			1,140									
UTL	STU		874										
UTL	581		219										
CON	STU				6,103								
CON	581				1,525								
CON	STU					6,103							
CON	581					1,525							
CON	STU						6,103						
CON	581						1,525						
CON	STU							6,103					
CON	581							1,525					
		0	2,732	1,639	7,628	7,628	7,628	7,628	0	0	0	0	0
Total FY2019-2022				11,999		Total FY2023-2026		22,884		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 78736 E King St O/Manatawney Cr (Bridge)

LIMITS Pottstown Boro

D6 Est Let: 7/18/2019 Est Let Date: 7/18/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Pottstown Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	106											
FD	NHPP	424											
ROW	NHPP	64											
ROW	185	16											
UTL	NHPP	85											
UTL	185	21											
CON	185				6,956								
		716	0	0	6,956	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,672		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79864 *Lafayette Street, Barbados Street to Ford Street Widening (MGN)*

LIMITS Barbados Street to Ford Street

Est Let Date: 12/7/2017

IMPROVEMENT Roadway New Capacity

NHPP: N

MRPID:55

MUNICIPALITIES: Norristown Borough

FC: 9

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 23

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project (Section MGN) will reconstruct existing Lafayette Street between Barbados and Ford Streets in Norristown, as well as provide turn lanes and upgrade signals. The stretch from Mill Street to Ford Street will be widened from 2 to 4 lanes. In addition, the Schuylkill River Trail will become accessible to the community and a connection to the Chester Valley Trail will be built at the Montgomery County Freight Station at DeKalb Street.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection as well as a cashless interchange with the Pennsylvania Turnpike. With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 87392.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	2,500											
		2,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,500		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Creek*

LIMITS Over Pennypack Circle

D6 Est Let: 12/15/2019 Est Let Date: 12/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Moreland Township; Bryn Athyn Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project involves rehabilitating or replacing the weight-limit posted Fetters Mill Road bridge over Pennypack Creek in Bryn Athyn Borough and Lower Moreland Township. This bridge is owned by Montgomery County.

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP		1,366										
CON	TOLL												
CON	TOLL												
CON	STP			1,366									
		0	1,366	1,366	0	0	0	0	0	0	0	0	0
Total FY2019-2022		2,732				Total FY2023-2026				Total FY2027-2030			
						0				0			

MPMS# 83643 *Limekiln Pike (Bridge)o/SEPTA RR*

LIMITS Abington Township

D6 Est Let: 7/25/2019 Est Let Date: 7/25/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 20

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project includes the replacement of the bridge superstructure carrying Limekiln Pike over the SEPTA Lansdale/Doylestown Line. The existing structure is a single span adjacent concrete box beam structure that is approximately 76 feet long and 58 feet wide. The project will be constructed under traffic, maintaining one lane in each direction. The proposed bridge superstructure will also be 58 feet wide. The existing roadway has two 11 foot lanes and two 13 foot lanes and two 4 foot sidewalks and two protective exterior walls due to the electrified powerlines for SEPTA. Utility lines above the sidewalk may need relocation to facilitate construction. Protection of SEPTA catenary and transmission lines will be required. Construction operations will need to be coordinated with SEPTA to not impact the Lansdale/Doylestown Line services.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	4,031											
		4,031	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		4,031				Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS Over Schuylkill River

D6 Est Let: 7/15/2019 Est Let Date: 7/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: North Coventry Township; Pottstown Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is closed. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP	540											
FD	183	101											
FD	LOC	34											
ROW	STP	64											
ROW	183	12											
ROW	LOC	4											
CON	STP			6,002									
CON	183			1,125									
CON	LOC			375									
CON	STP				6,002								
CON	183				1,125								
CON	LOC				375								
CON	STP					6,002							
CON	183					1,125							
CON	LOC					375							
		755	0	7,502	7,502	7,502	0	0	0	0	0	0	0
		Total FY2019-2022		15,759		Total FY2023-2026		7,502		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86336 **Congo Road Bridge Replacement**

LIMITS Congo Road over Middle Creek

D6 Est Let: 10/10/2019 Est Let Date: 10/10/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	BOF	129											
ROW	185	33											
UTL	BOF	129											
UTL	185	33											
CON	BOF					2,388							
		324	0	0	0	2,388	0	0	0	0	0	0	0
Total FY2019-2022		324				Total FY2023-2026		2,388		Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87099 *Upper Gwynedd Township Improvements (SRTSF) - Round 1*

LIMITS Vicinity of St. Rose of Lima and

D6 Est Let: 4/12/2018 Est Let Date: 4/12/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8F, 12B, 14C

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swarley, Summit, Pennsylvania, Fairfield, Highland and Main Streets. This project was awarded \$1,101,000 in SRTSF funds.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in federal Safe Routes to School (SRTSF) funding in May of 2009. Any additional funds required to complete the project will be provided locally.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF	797											
		797	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		797				Total FY2023-2026				Total FY2027-2030			
		797				0				0			

MPMS# 92807 *PA 73 - Skippack Pike Bridge Replacement*

LIMITS over the Skippack Creek

D6 Est Let: 10/17/2019 Est Let Date: 10/17/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Skippack Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	223											
ROW	185	56											
UTL	NHPP	223											
UTL	185	56											
CON	581		2,371										
CON	185			2,000									
		558	2,371	2,000	0	0	0	0	0	0	0	0	0
Total FY2019-2022		4,929				Total FY2023-2026				Total FY2027-2030			
		4,929				0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839 Ridge Pike over Norfolk Southern RR bridge (CB: #257)

LIMITS PA Turnpike to Carland Road

D6 Est Let: 2/27/2020 Est Let Date: 2/27/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project will replace and widen a bridge carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Belvoir Road and Carland Road. The existing bridge over the railroad is structurally deficient. This is a companion project to MPMS #48175 and #110444.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	STU	231											
UTL	183	42											
UTL	LOC	14											
CON	STU		4,807										
CON	183		901										
CON	LOC		300										
CON	STU			4,807									
CON	183			901									
CON	LOC			300									
		287	6,008	6,008	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		12,303		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 98037 Niantic Road over Perkiomen Creek (Bridge)

LIMITS

D6 Est Let: 1/31/2019 Est Let Date: 1/31/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

This project will include the removal and replacement of an existing Structurally Deficient Bridge.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	80											
UTL	185	21											
CON	185				1,391								
		101	0	0	1,391	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,492		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 98225 *Butler Pike over Prophecy Creek (Bridge)*

LIMITS over Prophecy Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project is a bridge rehabilitation/replacement of Butler Pike over Prophecy Creek in Upper Dublin Township, Montgomery County.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		0		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 102273 *Second Collegeville Bridge Crossing*

LIMITS PA 29 to Ridge/Germantown Pike

D6 Est Let: 4/11/2024 Est Let Date: 4/11/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:160

MUNICIPALITIES: Lower Providence Township; Collegeville Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9A, 11A

Provide a new two lane additional bridge over the Perkiomen Creek between Ridge Pike and Germantown Pike in Lower Providence to connect with PA 29 in Collegeville. Construct new connections and relocate intersections on both ends of the bridge. The new bridge and roadway improvements will improve operations and lessen congestion on the existing 1791 stone arch bridge, the second oldest in Pennsylvania.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		2,404										
FD	STU							2,217					
ROW	STU							1,267					
UTL	STU							633					
CON	185								5,741				
CON	185								22,964				
		0	2,404	0	0	0	0	4,117	28,705	0	0	0	0
		Total FY2019-2022		2,404		Total FY2023-2026		32,822		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103372 *Waverly Road over Tacony Creek (County Bridge #275)*

LIMITS Waverly Road over Tacony Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is structurally deficient and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	sSTP	300											
ROW	sSTP		25										
UTL	sSTP		25										
CON	sSTP			1,300									
		300	50	1,300	0	0	0	0	0	0	0	0	0
Total FY2019-2022		1,650				Total FY2023-2026				0			
										Total FY2027-2030			
										0			

MPMS# 104280 *First Avenue Road Diet (TAP)*

LIMITS N. Gulph Road to Allendale Road

D6 Est Let: 3/1/2018 Est Let Date: 8/24/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:2020M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 3C, 9B

This is a road diet project along the entire length of First Avenue from N. Gulph Road to Allendale Road by reducing the number of travel lanes while maintaining acceptable vehicular traffic operations, which will allow excess existing paved roadway to provide improved facilities for other users such as bicyclists, pedestrians and transit users. Work will also involve converting the entire length of First Avenue from four (4) through lanes with no auxiliary left-turn or right-turn lanes to a three (3) lane configuration with one through lane in each direction and a center two-way left-turn lane and areas of painted median to facilitate movements into the existing commercial and office driveways along the roadway. The remaining roadway area will be converted to 5 foot bicycle lanes on each side of the road. Additionally, a mid-block raised pedestrian crosswalk including pedestrian signals, signs and markings will be provided. The crosswalk treatments will be designed to maximize pedestrian safety and will include advanced in-street yield to pedestrian markings accompanied by overhead flashing beacons and high visibility markings.

December 11, 2014 - In summer of 2014, PennDOT held a competitive round of 2-years worth of funding. As a result, this project was one of 13 projects across the DVRPC region that received \$430,856 on 11/10/2014 through the statewide TAP program (MPMS #60560) out of the \$7.8 million awarded to the region. Statewide, PennDOT made \$33 million available for 56 projects across the state.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	431											
		431	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		431				Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105134 *First Ave Linear Park/Streetscape*

LIMITS First Ave in King of Prussia Business Park

D6 Est Let: 9/27/2018 Est Let Date: 9/21/2018

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:A2

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 3C, 9B

Funding is provided for a linear park streetscape and pedestrian sidepath improvements along First Avenue in the King of Prussia Business Park.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	e581	1,200											
		1,200	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,200		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 105677 *Traffic Signal Modernization (GLG)*

LIMITS Bethlehem Pike and Dager Rd, Tennis Ave and Norristown Rd, Bethlehem Pike

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Lower Gwynedd Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 2

PROJECT MANAGER: Daniel Farley

CMP: Minor SOV Capacity

This project includes the upgrade of traffic signal equipment at three intersections within Lower Gwynedd Township. These intersections include Bethlehem Pike and Dager Road, which lies completely within Lower Gwynedd Township, Tennis Avenue and Norristown Road, which borders Lower Gwynedd Township and Upper Dublin Township, as well as Bethlehem Pike and Tennis Road, which lies on the border of Lower Gwynedd Township, Ambler Borough, and Upper Dublin Township. This upgrade will include new controllers, pedestrian equipment, including push buttons and signal heads with countdown timers, battery backups, and upgrading the LED signal heads at each intersections. Additionally, since ADA curb ramps are not currently provided at the intersection of Bethlehem Pike and Dager Road, provision of ADA curb ramps is also included for that intersection.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	073			11									
FD	LOC			11									
CON	073						161						
CON	LOC						161						
		0	0	22	0	0	322	0	0	0	0	0	0
		Total FY2019-2022			22	Total FY2023-2026			322	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105803 PA 309 Connector: Souderton Pike to PA 309 (HT3)

LIMITS Souderton Pike to PA 309

D6 Est Let: 9/5/2024

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:57

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 14C

The PA 63/PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Rd between Souderton Pike and County Line Road and improve the connection to PA 309. This is a breakout of Phase 2.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	2,251											
FD	581	563											
ROW	NHPP							11,981					
ROW	581							2,995					
ROW	NHPP								7,613				
ROW	581								1,904				
ROW	NHPP									4,367			
ROW	NHPP									11,981			
ROW	581									2,995			
ROW	581									1,091			
UTL	581							760					
UTL	581							3,040					
CON	581									7,983			
CON	581										3,504		
CON	581											8,427	
CON	581												20,000
		2,814	0	0	0	0	0	18,776	9,517	28,417	3,504	8,427	20,000
Total FY2019-2022				2,814		Total FY2023-2026		28,293		Total FY2027-2030		60,348	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 106068 *Barbadoes Street Connector Road*

LIMITS Between Lafayette Street and Washington Street

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Norristown Borough

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

D6 Est Let: 1/31/2019 Est Let Date: 4/26/2018

NHPP:

MRPID:55

FC:

AQ Code:NRS

IPD: 23

CMP Subcorridor(s): 8E

Provide a new extension of Barbadoes Street between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts at the intersection of Water Street and Main Street. Project is a breakout from MPMS# 80021, SR 3020 Sec 510, Markley Street South.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	5,565											
CON	581	1,423											
		6,988	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,988		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 106326 *Union Street Grade X-ing*

LIMITS Between Penn St and Maple Avenue

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Hatfield Borough

PLAN CENTER:

PROJECT MANAGER: MAL/ M. Lang

CMP: Not SOV Capacity Adding

NHPP:

No Let Date

FC:

AQ Code:S8

IPD: 19

CMP Subcorridor(s): 12B, 14C

Installation of upgraded railroad warning devices along Union Street between Penn Avenue and Maple Avenue in Hatfield Borough.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX		208										
		0	208	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		208		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107179 *Fort Washington Office Park, Cross County Trail Final Segment (TAP)*

LIMITS Western Access Drive of 1100 Virginia Drive to Susquehanna Road

D6 Est Let: 11/1/2018

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER: Suburban Center

IPD: 16

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

This project will construct the final 0.65 mile missing segment of the Cross County Trail along the north side of Virginia Drive as a Bicycle/Pedestrian facility with a 10' to 12' wide asphalt surface from the Western Access Drive of 1100 Virginia Drive to Susquehanna Road. Three signalized intersections will be modified to include new ADA ramps for the trail crossings and updated pedestrian signal equipment.

Project was awarded \$750,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 107180 *Powerline Trail Connection - Phase 1 (TAP)*

LIMITS US 202 Parkway Trail with the Township Building and Community and Recreation

D6 Est Let: 10/18/2018

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Montgomery Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 18

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8G, 12B, 14C

Phase 1 of the Powerline Trail is a 10 foot multi-use trail connecting an existing and heavily used US 202 Parkway Trail with the Township Building as well as the Township's newly constructed Community and Recreation Center. This trail is a Primary Trail in "The Circuit." This will not only connect one of the region's spine trail corridors with the community center, it will also improve safety at several major road crossings for trail users. Important destinations exist along the proposed route including the Montgomery Township Municipal Building and the Montgomery Township Police Department. It will provide a first class multi-use trail to a large concentration of Montgomery Township's population connecting the new Township's Community & Recreation Center as well as the US 202 Parkway Trail.

Project was awarded \$850,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 107697 *Balligomingo Road Restoration*

LIMITS Portland Rd and the I-76 overpass

D6 Est Let: 6/7/2018 Est Let Date: 1/11/2018

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

In June of 2015, heavy rains resulted in failure of the slope adjacent to Balligomingo Road (SR 3037) between Portland Road and the I-476 overpass. This resulted in the closure of Balligomingo Road to through traffic as debris and mud washed onto the roadway. Due to concerns over the stability of the slope, the road remains closed. This project will stabilize the slope adjacent to the roadway and will allow the roadway to be reopened. The CON phase will include development of the final design and construction of a retaining wall, slope stabilization measures, and drainage improvements.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	3,819											
CON	581	955											
		4,774	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,774		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 107996 *Abington Township Trail (TAP)*

LIMITS Abington Township

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Abington Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

This project will fund construction of on- and off-road bicycle facilities providing connections to SEPTA's Ardsley and Crestmont train stations, as well as multiple parks throughout the northern section of the Township. These facilities will be the first phase of a larger vision for Abington Township, detailed in the Township of Abington Master Bicycle Plan.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$450,000 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	450											
		450	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		450		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 108006 *Limerick Township Trails (TAP)*

LIMITS Limerick Township

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Limerick Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project will construct an off-road trail extending the Township trail network, leveraging grants from the DCNR and DCED. The Township will need to secure an easement from PECO to complete the trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$970,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	970											
		970	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			970	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 108008 *Tookany Creek Trail Phase 3 (TAP)*

LIMITS Harrison Ave. to New Second Street

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will fund construction of a bridge for pedestrians and bicyclists over the Tookany Creek, providing a crucial link to allow Cheltenham Township to complete the planned third phase of the Tookany Creek Trail.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$700,000 out of the \$9.4 million awarded to the region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			700	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110313 *Belmont Avenue Bridge over Schuylkill River*

New

LIMITS Belmont Avenue/Green Lane over Schuylkill River

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 10

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and Montgomery County.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	318											
FD	185			788									
CON	STU									9,676			
CON	185									2,419			
		318	0	788	0	0	0	0	0	12,095	0	0	0
		Total FY2019-2022		1,106		Total FY2023-2026		0		Total FY2027-2030		12,095	

MPMS# 110315 *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

New

LIMITS Philmont Avenue/Tomlinson Road/Pine Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:176

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581			450									
FD	581					716							
ROW	581									672			
UTL	581									336			
CON	STU												5,874
		0	0	450	0	716	0	0	0	1,008	0	0	5,874
		Total FY2019-2022		450		Total FY2023-2026		716		Total FY2027-2030		6,882	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110444 Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges

New-B

LIMITS School Lane to Belvoir Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A

This project is the combined replacement of Montgomery County Bridge #0 and PA Turnpike Bridge DB-116. County Bridge #0 carrier Ridge Pike over Norfolk Southern and is 200 feet east of PA Turnpike Bridge DB-116, which carries Ridge Pike over the I-276/Pa Turnpike. Both structures flank the Eastbound On and Eastbound Off Ramps of the future Lafayette Street Interchange, and are structurally deficient (SD). This is a companion project to MPMS #48175 and #92839.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU	280											
PE	183	52											
PE	185	265											
PE	LOC	18											
PE	LOC	265											
FD	STU		569										
FD	185		546										
FD	183		107										
FD	LOC		35										
FD	LOC		546										
ROW	185		2,185										
ROW	LOC		2,185										
UTL	185			281									
UTL	LOC			281									
CON	STU			6,573									
CON	185			1,231									
CON	TPK			4,952									
CON	LOC			410									
CON	TPK				4,952								
CON	TPK					4,952							
		880	6,173	13,728	4,952	4,952	0	0	0	0	0	0	0
		Total FY2019-2022		25,733		Total FY2023-2026		4,952		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110455 *Main St RR Warning Devices*

New

LIMITS Towamencin Ave. and Vine St.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hatfield Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14C

This project will install new RR Warning Devices in Hatfield Borough between Towamencin Ave. and Vine St.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX			20									
CON	RRX				300								
		0	0	20	300	0	0	0	0	0	0	0	0
Total FY2019-2022					320	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 110494 *RTMC General Contract*

New

LIMITS PennDOT District 6-0

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

Regional Traffic Management Center (RTMC) planning, designing and building/commissioning of a facility to optimize the performance of the surface transportation network by expanding the current function of the freeway management systems to include active traffic management of dynamic junction control, flex lanes, and, part time shoulder use, ramp metering, multimodal coordination, and proactive management of traffic signals along major regional arterial corridors. In addition the RTMC will collect and process/disseminate real time transportation data in order to measure performance. This facility will be the technical and institutional hub to bring together the various regional jurisdictions, modal interests, and service providers to focus on the common goal of optimizing the performance of the transportation network.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STU	1,500											
FD	TOLL												
FD	STU	2,500											
ROW	TOLL												
ROW	STP	500											
UTL	TOLL												
UTL	STP	500											
CON	STU		5,000										
CON	CAQ			2,673									
CON	TOLL												
CON	TOLL												
CON	CAQ				5,327								
		5,000	5,000	2,673	5,327	0	0	0	0	0	0	0	0
Total FY2019-2022					18,000	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110496 RTMC Electrical Contract

New

LIMITS PennDOT District 6-0

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project is split out into four contracts in accordance with the Separations Act

General Contract MPMS #110494

Plumbing Contract MPMS #110496

Electric Contract MPMS #110497

HVAC Contract MPMS #110498

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU		2,000										
CON	TOLL												
CON	STU			2,000									
		0	2,000	2,000	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,000		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 110497 RTMC HVAC Contract

New

LIMITS PennDOT District 6-0

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project is split out into four contracts in accordance with the Separations Act

General Contract MPMS #110494

Plumbing Contract MPMS #110496

Electric Contract MPMS #110497

HVAC Contract MPMS #110498

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	STU		2,000										
CON	TOLL												
CON	STU			2,000									
		0	2,000	2,000	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110498 RTMC Plumbing Contract

New

LIMITS PennDOT District 6-0

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Merion Township

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project is split out into four contracts in accordance with the Separations Act

General Contract MPMS #110494

Plumbing Contract MPMS #110496

Electric Contract MPMS #110497

HVAC Contract MPMS #110498

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU		1,987										
CON	TOLL												
CON	STP		264										
CON	TOLL												
CON	STU			1,749									
		0	2,251	1,749	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,000		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 110961 Old Skippack Rd. Roundabout

New

LIMITS Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Salford Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Roundabout installation at Old Skippack Road (SR 1017) & Schwanksville Road (SR 4018)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	TOLL												
ROW	sHSIP	220											
UTL	TOLL												
UTL	sHSIP	27											
CON	TOLL												
CON	sHSIP		663										
		247	663	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		910		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110971 Main Street Safety Improvements

New

LIMITS Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Widen for two-way left turn lanes from Egypt Rd. to Airy Street; left turn lanes at 5 intersections; modify left turn signal phasing along corridor; relocate roadside fixed objects along corridor; convert pedestal signal to mast arm at Egypt/Main/Jefferson; increase all-red interval at Egypt/Main/Jefferson.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	sHSIP	307											
FD	TOLL												
FD	sHSIP		205										
ROW	TOLL												
ROW	sHSIP		68										
UTL	TOLL												
UTL	sHSIP		34										
CON	TOLL												
CON	sHSIP			4,774									
		307	307	4,774	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,388		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111005 Conshohocken Garage (I-76 ICM)

New

LIMITS Conshohocken Train Station

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:132

MUNICIPALITIES: Conshohocken Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 11

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2B, 3C

This project will provide flex funds to be transferred to SEPTA for a new "smart" parking garage at SEPTA's Conshohocken Station which will increase parking availability by approximately 500 spaces and will leverage \$22,000,000 of SEPTA capital funds for the station project on the Manayunk/Norristown Regional Rail Line. The garage and the information system to provide real time parking and travel information is one of the elements of improving multi-modal travel and mitigating congestion as part of the I-76 Integrated Corridor Management project (see MPMS # 10662 in the Interstate Management Program). Traffic studies and empirical evidence demonstrate the need to divert traffic on the Schuylkill Expressway between the PA Turnpike (I-276) to the west and US 1 to the east. Parking expansion at SEPTA's Conshohocken Regional Rail Station will enhance the opportunity to utilize Regional Rail service along this corridor and complement PennDOT's ongoing efforts to manage congestion on the Expressway.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	CAQ	2,000											
CON	TOLL												
CON	CAQ					8,000							
		2,000	0	0	0	8,000	0	0	0	0	0	0	0
		Total FY2019-2022			2,000	Total FY2023-2026			8,000	Total FY2027-2030			0

MPMS# 111129 Cannon Ave. Grade Xing

New

LIMITS Cannon Ave

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12B, 14D

This project will upgrade warning lights and gates at limited sight distance crossing in Lansdale Borough.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	RRX			10									
CON	RRX				300								
		0	0	10	300	0	0	0	0	0	0	0	0
		Total FY2019-2022			310	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111490 *Whitpain Twp. Trail Network - Core Connector III*

New

LIMITS Union Meeting Road between Jolly Road and Township Line Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A, 2B

Funding will be used for the construction of a 0.7-mile section of the Whitpain Trail network along Union Meeting Road between Jolly Road and Township Line Road in Whitpain Township.

MPMS# 111491 *Corinthian Trail*

New

LIMITS Vicinity of Crooked Billet Elementary

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Hatboro Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A, 14F

Funding is for the construction of a six-foot-wide asphalt walking path, ADA curb ramps, five-foot-wide concrete sidewalk, and stormwater drainage in the vicinity of Crooked Billet Elementary (using SRTS funding) in Hatboro Borough.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	SRTSF	740											
		740	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		740		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111492 *Limekiln Pike Multimodal Safety Initiatives*

New

LIMITS Limekiln Pike between Dreshertown Plaza and Jarretstown Elementary

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 14C

Funding for this project will be used to install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarretstown Elementary. New curb and drainage will be installed as required.

TIP Program Years (\$ 000)																	
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>				
CON	SRTSF	750															
		750	0	0	0	0	0	0	0	0	0	0	0				
Total FY2019-2022		750				Total FY2023-2026				0				Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111493 *Lower Salford Sidewalk for SR 113 and Park Ave*

New

LIMITS Lower Salford

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lower Salford Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 11A

This project will install new five foot sidewalk along Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary. New curb and drainage will be installed as required.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	SRTSF	505											
		505	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			505	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 111494 *Kriebel Road Trail*

New

LIMITS Trumbauer Rd to Valley View Way

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2A

This project involves the construction of approximately 4,000 linear ft. of a new 10' wide pedestrian/bicycle trail from Trumbauer Rd to Valley View Way along the Towamencin Creek.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	846											
		0	846	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		846		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 111495 Main Street Pedestrian Improvements

New

LIMITS PA 29 in Schwenksville

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Schwenksville Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

Funding will be used to construct sidewalks, curbs, ADA curb ramps, and traffic calming features on Main Street improving connections to the Perkiomen Trail, Meadow Park, and Schwenksville Elementary (using SRTS funding) in Schwenksville Borough.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	SRTSF	681											
		681	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			681	Total FY2023-2026			0	Total FY2027-2030			0

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Montgomery	\$116,407	\$125,108	\$135,701	\$89,886	\$467,102	\$268,360	\$135,546

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17407 *Erie Ave o/ Conrail (Bridge)*

LIMITS Between North Third Street and North Lawrence Street

D6 Est Let: 12/13/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:NRS

PLAN CENTER:

IPD: 26

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Removal of state bridge over Conrail on Erie Avenue between North Third Street and North Lawrence Street in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	54											
CON	185	2,000											
CON	185		1,043										
CON	581		1,336										
		2,054	2,379	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,433		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 17409 *Coulter St/SEPTA *B2 (Bridge)*

LIMITS

D6 Est Let: 3/15/2019 Est Let Date: 3/15/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves the rehabilitation or replacement of the Coulter Street (S.R. 4011) bridge over SEPTA, in the City of Philadelphia, Philadelphia County, Pennsylvania. This roadway is a vital local connector for the surrounding communities and is also on SEPTA's Bus Route K. The existing structure is a steel riveted thru girder superstructure founded on masonry abutments. The deck and superstructure of the bridge have been rated to be in poor condition with the substructure rated to be in fair condition. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581	1,061											
ROW	185		244										
ROW	581		63										
UTL	185			950									
CON	185				1,848								
CON	185					1,848							
		1,061	307	950	1,848	1,848	0	0	0	0	0	0	0
		Total FY2019-2022		4,166		Total FY2023-2026		1,848		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17511 City Ave o/ SEPTA (Bridge)

LIMITS over SEPTA Cynwyd Line

D6 Est Let: 8/13/2020 Est Let Date: 8/13/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

This project involve rehabilitating or replacing the state bridge over the SEPTA rail lin on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		424										
PE	185		106										
FD	NHPP			1,080									
FD	185			270									
ROW	NHPP				46								
ROW	185				12								
UTL	NHPP				46								
UTL	185				12								
CON	NHPP					3,400							
CON	185					850							
CON	NHPP						3,400						
CON	185						850						
		0	530	1,350	116	0	4,250	4,250	0	0	0	0	0
Total FY2019-2022				1,996		Total FY2023-2026	8,500			Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

LIMITS Woodland Avenue to Bartram Avenue

D6 Est Let: 1/25/2019 Est Let Date: 11/1/2018

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:2025M

PLAN CENTER: Metropolitan Subcenter

IPD: 24

PROJECT MANAGER: PWB/V. Fleysh

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4C, 6B

Upgrade and interconnect the signal controls at six intersections including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
FD	CAQ	1,369												
FD	LOC	342												
CON	TOLL													
CON	CAQ		2,647											
CON	TOLL													
CON	CAQ			11,558										
		1,711	2,647	11,558	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		15,916		Total FY2023-2026				0	Total FY2027-2030			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17816 **Chestnut Street Bridges, Ramps, (8) at 30th Street SR:0003**

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/

Actl Let Date: 5/4/2017

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 20

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to maintain safe and efficient transportation access to serve existing and future transportation needs associated with Center City Philadelphia. Eight (8) total bridges will be rehabilitated. The four (4) structurally deficient or functionally obsolete Chestnut St. bridges are over 30th Street Lower and I-76 (Schuylkill Expressway), the Schuylkill River, the CSX freight railroad line that lies east of the Schuylkill River, and 24th St. The project also includes Schuylkill Avenue West bridges over I-76 between Market Street and Walnut Street (2 structures), plus Ramp A and Ramp B (off and on ramps to I-76, 2 structures).

(1) The Chestnut St. Bridge over the 30th Street Lower is part of the 11-span bridge mainly built in 1932 that also carries Chestnut Street over the AMTRAK railroad and I-76. The bridge is composed of 11 simple spans of non-composite steel built-up stringers supported on steel built-up column bents. This project includes rehabilitation to spans 1, 2, and 11. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the 30th Street Station Historic Site. Spans 3 to 10 were recently rehabilitated under MPMS #64844, SR 3010, Section PRR (30th Street Bridges (6 structures) Over Amtrak's Northeast Corridor Rail Lines).

(2) The Chestnut St. Bridge over the Schuylkill River was built in 1912, replaced in 1958, and rehabilitated in 1983. The bridge is a two span continuous deck riveted girder bridge superstructure with deep riveted floorbeams and rolled stringers. Two additional simple approach spans also exist with similar superstructure type. The proposed work includes deck replacement, replacing bearings, painting the superstructure, and substructure repairs. The bridge is not eligible for listing in the National Register.

(3) The Chestnut St. Bridge over the CSX freight railroad line and abandoned railroad right-of-way was built in 1864 and is a stone/brick closed spandrel arch bridge. The bridge is part of a former larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries 3 lanes of Chestnut Street with sidewalks. The proposed work includes masonry restoration/repair of the brick arch, replacement of sidewalks, waterproof and replacement of the roadway. The sidewalks will be widened, and repairs will be made to the spandrel walls and retaining walls. The arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is recommended as a contributing resource to the Ramcat/Schuylkill Historic District.

(4) The Chestnut St. Bridge over 24th Street is a 3-span closed spandrel brick arch bridge with stone spandrel walls and fascia rings. There is a main span over the 24th Street roadway and side spans over existing sidewalks. Cantilevered sidewalks on the bridge were added ca. 1910 and are supported by steel framing. The proposed work includes masonry restoration/repair of the structure, and major deck, roadway, and sidewalk work. Repairs will be made to the spandrel walls and retaining wall and the arch fill will be removed and replaced. The bridge is not individually eligible for listing in the National Register, but is located within the Ramcat/Schuylkill Historic District.

(5) The Schuylkill Avenue West Bridges (2) over I-76 (Schuylkill Expressway) were built in 1959 and are composed of non-composite rolled stringers supported on built up column bents. These structures carry 4 to 5 lanes of traffic with sidewalks from Walnut Street to Market Street. The structures require complete deck replacement, structural steel repairs, and painting. The bridges are not individually eligible for listing in the National Register, but are recommended as a contributing resource to the 30th Street Station Historic Site.

(6) Ramp A and B were built with the Schuylkill Avenue West Bridges and are of similar construction. These structures require LMC deck overlay replacement, deck joints replacement, steel repairs, and painting. The bridges are not eligible for listing in the National Register.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	2,500											
CON	NHPP*	5,588											
CON	STU*	3,389											
CON	NHPP*		1,407										
CON	STU*		425										
CON	NHPP*			4,000									
CON	NHPP*				2,213								

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia												
	11,477	1,832	4,000	2,213	0	0	0	0	0	0	0	
Total FY2019-2022	19,522			Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17821 **I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095**

LIMITS Shackamaxon Street to Ann Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686 which has been let), GR2 (MPMS# 83640 which has been let), GR3 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 3 to 4) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP		200										
PE	581		50										
PE	NHPP			200									
PE	581			50									
PE	NHPP					800							
PE	581					200							
FD	NHPP			7,600									
FD	581			1,900									
FD	NHPP				9,600								
FD	581				2,400								
FD	NHPP					9,600							
FD	581					2,400							
FD	NHPP						2,400						
FD	581						600						
FD	NHPP									2,400			

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Philadelphia

FD 581									600			
FD NHPP										2,400		
FD 581										600		
	0	250	9,750	12,000	13,000	3,000	0	0	0	3,000	3,000	0
	Total FY2019-2022			22,000	Total FY2023-2026			16,000	Total FY2027-2030			6,000

MPMS# 46959 I-95 Design Review Manager SR:0095

LIMITS Race St. to Neshaminy Creek

No Let Date

IMPROVEMENT Other

NHPP: Y

MRPID:65

MUNICIPALITIES: Philadelphia City

FC: 11

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	1,600											
PE	581	400											
PE	NHPP		1,600										
PE	581		400										
PE	NHPP			1,600									
PE	581			400									
PE	NHPP				1,600								
PE	581				400								
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0
		Total FY2019-2022			8,000	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

D6 Est Let: 9/13/2018 Est Let Date: 9/15/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .

The existing bridge was built in 1913 , has a Sufficiency Rating of 32.0 and is posted for a weight limit of 10 Tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	BOF	3,132											
CON	183	587											
CON	LOC	195											
CON	BOF		4,784										
CON	183		897										
CON	LOC		299										
CON	BOF			2,219									
CON	183			416									
CON	LOC			138									
CON	BOF				1,739								
CON	183				326								
CON	LOC				108								
		3,914	5,980	2,773	2,173	0	0	0	0	0	0	0	0
		Total FY2019-2022		14,840		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57902 City Wide 3R Betterments

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Bike lanes will be included as the road widths allow.

See MPMS#105488 for CW105 package

See MPMS#108090 for CW106 package

See MPMS#108092 for CW107 package

See MPMS#108095 for CW108 package

See MPMS#108097 for CW109 package

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP		960										
PE	LOC		240										
PE	STP			1,408									
PE	LOC			352									
FD	STP				699								
FD	LOC				174								
FD	STP					908							
FD	LOC					227							
CON	STP							16,000					
CON	LOC							4,000					
CON	STP												19,200
CON	LOC												4,800
		0	1,200	1,760	873	1,135	0	20,000	0	0	0	0	24,000
		Total FY2019-2022		3,833		Total FY2023-2026		21,135		Total FY2027-2030		24,000	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 62694 Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019

LIMITS Over Schuylkill River

Actl Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 6B, 6C

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	2,000											
CON	185	500											
		2,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,500		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

LIMITS Over Schuylkill River and CSX Railroad

D6 Est Let: 10/31/2019 Est Let Date: 10/31/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 7A, 10A

The project involves rehabilitating or replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involve the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581	4,619											
ROW	185	162											
ROW	581	162											
ROW	185		2,409										
ROW	581			1,723									
ROW	185			2,116									
ROW	185				3,662								
UTL	185	1,061											
CON	STU				7,536								
CON	185				1,884								
CON	STU					15,070							
CON	581					3,767							
CON	STU						15,070						
CON	185						3,767						
CON	STU							11,301					
CON	185							2,825					
CON	STU								11,301				
CON	185								2,825				
		6,004	2,409	3,839	13,082	18,837	18,837	14,126	14,126	0	0	0	0
		Total FY2019-2022		25,334		Total FY2023-2026		65,926		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

LIMITS Over Wooden Bridge Run

D6 Est Let: 3/15/2020 Est Let Date: 3/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/L. Link

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	310											
ROW	185		319										
UTL	185		319										
CON	581							3,295					
CON	185							743					
		310	638	0	0	0	0	4,038	0	0	0	0	0
		Total FY2019-2022		948		Total FY2023-2026		4,038		Total FY2027-2030		0	

MPMS# 69914 *Fifth Street over Conrail (Bridge)*

LIMITS Between West Bristol Street and Hunting Park Avenue

D6 Est Let: 12/13/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:NRS

PLAN CENTER:

IPD: 28

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

Bridge removal of state bridge over Conrail on Fifth Street between West Bristol Street and Hunting Park Avenue in Philadelphia. The bridge will not be replaced but the connection will be maintained with new embankment and roadway. Structurally Deficient bridge breakout project from MPMS #88706.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185	4,244											
		4,244	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,244		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS Delaware Avenue to Oregon Avenue

D6 Est Let: 4/15/2022 Est Let Date: 4/15/2022

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, new drainage and stormwater improvements (including GSI where appropriate), street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		885										
FD	LOC		222										
ROW	STP				3,322								
ROW	LOC				830								
ROW	STP					3,322							
ROW	LOC					830							
CON	STP						3,024						
CON	LOC						756						
CON	STU							6,048					
CON	LOC							1,512					
CON	STU								3,024				
CON	LOC								756				
		0	1,107	0	4,152	4,152	3,780	7,560	3,780	0	0	0	0
		Total FY2019-2022		5,259		Total FY2023-2026		19,272		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 *Benjamin Franklin Bridge Safety Improvements*

LIMITS Benjamin Franklin Bridge

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	95											
FD	STP		820										
UTL	581			28									
CON	581				4,057								
		95	820	28	4,057	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,000		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 74828 *American Cities/Safe Routes to School - Phase 3*

LIMITS City-wide

D6 Est Let: 3/29/2018 **Est Let Date:** 3/29/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city.

Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475. Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SXF	2,564											
CON	LOC	688											
		3,252	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,252		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 75804 **University Av/CSX Rail (Bridge)**

LIMITS Between Grays Ferry Avenue and the University Ave bridge over the Schuylkill R

D6 Est Let: 12/1/2019 Est Let Date: 12/1/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

This project involves rehabilitating or replacing state bridge over the CSX rail line on University Avenue between Grays Ferry Avenue and Schuylkill Expressway in City of Philadelphia. It is a structurally deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PE	NHPP	716											
PE	185	179											
FD	STP		782										
FD	185		196										
ROW	185			68									
UTL	185			68									
CON	185											1,283	
CON	185											5,133	
		895	978	136	0	0	0	0	0	0	0	6,416	0
		Total FY2019-2022		2,009		Total FY2023-2026		0		Total FY2027-2030		6,416	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78757 **JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)**

LIMITS Between Market Street and 30th Street at 32nd Street over SEPTA double track

D6 Est Let: 4/15/2021 Est Let Date: 4/15/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/D. Didier

CMP: Not SOV Capacity Adding

Rehabilitation of the structurally deficient; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

This is a breakout from MPMS #69828.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP	1,697											
FD	185	424											
ROW	185			450									
ROW	581			1,679									
ROW	185				122								
UTL	NHPP		874										
UTL	185		219										
CON	NHPP			4,502									
CON	581			1,125									
CON	NHPP				4,502								
CON	581				1,125								
CON	NHPP					4,502							
CON	581					1,125							
		2,121	1,093	7,756	5,749	5,627	0	0	0	0	0	0	0
Total FY2019-2022				16,719		Total FY2023-2026		5,627		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78764 W Girard Ave O/CSX (Bridge)

LIMITS City of Philadelphia

D6 Est Let: 11/1/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 21

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 15A

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	129											
PE	581	518											
FD	STP			792									
FD	185			198									
UTL	STP				816								
UTL	185				204								
CON	STP									6,338			
CON	185									1,584			
		647	0	990	1,020	0	0	0	0	7,922	0	0	0
		Total FY2019-2022		2,657		Total FY2023-2026				0		Total FY2027-2030	
												7,922	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79686 **I-95, Columbia Avenue to Ann Street (GR1)**

LIMITS Columbia Ave. to Ann Street

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: George Dunheimer ADE CONSTR **CMP:** Minor SOV Capacity

Actl Let Date: 7/28/2011

NHPP: Y

MRPID:65

FC: 11; 14; 16

AQ Code:2025M

IPD: 21

CMP Subcorridor(s): 4B

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint. This project is a breakout of MPMS# 17821 (GIR).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			1,000	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79830 *North Delaware Riverfront Greenway Project, Sec 1 (TAP)*

LIMITS City of Philadelphia

D6 Est Let: 8/23/2018 Est Let Date: 8/23/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 4B

The project is a 12' wide multi-use trail extending the completed K&T Trail Phase 1 (MPMS 61712) at Magee Avenue and continuing along the Delaware River to the Tacony Boat Launch at Princeton Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$1,000,000 out of the \$9.4 million awarded to the region.

PA ID: PA242, PA251, PA262, PA615.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	TAP	1,000											
CON	SXF	2,000											
		3,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79832 *North Delaware Riverfront Greenway project, Sec 3*

LIMITS Milnor/Disston Sts. to Pennpack Cr

D6 Est Let: 3/28/2019 Est Let Date: 3/28/2019

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

The City of Philadelphia Parks and Recreation and Riverfront North Partnership (formerly known as Delaware River City Corporation (DRCC)) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

BREAK INTO 4 SEPARATE PROJECTS

MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - \$471,425 remains of the original \$546,425 from 2003 Appropriations Bill.

-PA ID #262 - \$183,994 remains of the original \$750,000 from 2004 Appropriations Bill.

-PA ID# 464 - \$0 remains of the original \$8,000,000 from SAFETEA DEMO #2649.

-PA ID# 615 - \$1,907,557 remains of the original \$3,000,000 from SAFETEA DEMO #4805.

-PA ID# 671 - \$6 remains of the original \$500,000 from SAFETEA DEMO #363.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU		2,335										
CON	SXF		563										
CON	LOC		881										
		0	3,779	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,779		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79911 **I-95: Allegheny Ave Interchange Advance Contract (AF1)**

LIMITS Allegheny Avenue Interchange

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

D6 Est Let: 2/15/2018 Est Let Date: 2/15/2018

NHPP: Y

MRPID:65

FC: 11

AQ Code:2025M

IPD: 12

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). Richmond Street will be reconstructed and widened by two feet on the east side from Ann Street to Allegheny Avenue. Amenities including street trees, pedestrian scale street lighting, and new sidewalks and curbing will be installed. The SEPTA trolley tracks and electric traction system, including catenary poles, duct bank, and manholes will be reconstructed. In addition, the project will reconstruct the SEPTA Westmoreland Loop between Emery Street, Westmoreland Street, Madison Street, and Richmond Street. SEPTA trolley tracks will be reconstructed and improvements will be made to the trolley turn-around loop at Westmoreland Street. As part of this project, many of the utilities under Richmond Street will be relocated outside of the trolley tracks. Due to on-street parking impacts during construction, Melvale Street will be widened by seven feet from Clearfield Avenue to Wishart Street to accommodate temporary parking, including street lighting for the parking area. At the request of the Philadelphia Water Department, the Madison Avenue sewer will also be reconstructed as part of the project.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP*	3,500											
CON	NHPP*		2,000										
CON	NHPP*			5,240									
CON	NHPP*				4,260								
		3,500	2,000	5,240	4,260	0	0	0	0	0	0	0	0
		Total FY2019-2022		15,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80104 *Henry Ave Corridor Safety Improvements, Phase 1 SR:3009*

LIMITS Henry Ave. from Lincoln Drive to Port Royal Avenue

D6 Est Let: 8/29/2019

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 18

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This 4.0 mile corridor consists of Henry Avenue from Lincoln Drive (near the Wissahickon Creek) to Port Royal Avenue through Philadelphia's Roxborough neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report including; installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase, except integrated corridor management initiative; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #102134.

FD (\$1,200,000 estimate), UTL (\$100,000 estimate), ROW (\$100,000 estimate), and CON (\$5,500,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

MPMS# 81292 *Frankford Av/Frankford Ck (Bridge)*

LIMITS Between Torresdale Avenue and Castor Avenue

D6 Est Let: 6/20/2021 Est Let Date: 6/20/2021

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 28

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185	250											
FD	185		1,011										
ROW	185			113									
UTL	185			1,463									
CON	STP								6,785				
CON	185								1,696				
		250	1,011	1,576	0	0	0	0	8,481	0	0	0	0
		Total FY2019-2022		2,837		Total FY2023-2026		8,481		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 83736 *Roosevelt Blvd over Wayne Junction (WAV) (Bridge)*

LIMITS Over Wayne Junction

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

D6 Est Let: 8/23/2018 Est Let Date: 8/23/2018

NHPP: Y

MRPID:102

FC: 12

AQ Code:S19

IPD: 21

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard SR 0001 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and N. Gratz Street. The existing bridge is 2,589 feet in length and carries two 12-foot northbound lanes, three 12-foot southbound lanes, shoulders, and a center median barrier. The rehabilitation or replacement will include deck replacement, superstructure and substructure repairs, bridge painting, bearing maintenance, evaluation of pin & hangers, fatigue analysis, and seismic analysis. The project will be constructed under traffic. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	2,500											
CON	NHPP	11,758											
CON	185	1,888											
CON	581	1,676											
CON	STU		4,085										
CON	NHPP		10,173										
CON	581		3,564										
CON	STU			6,101									
CON	185			1,525									
CON	STU				7,128								
CON	185				1,782								
CON	STU					15,285							
CON	581					2,986							
CON	185					835							
		17,822	17,822	7,626	8,910	19,106	0	0	0	0	0	0	0
		Total FY2019-2022		52,180		Total FY2023-2026		19,106		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87107 *School District of Philadelphia Improvement (SRTSF) - Round 1*

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school. The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks that make the sidewalks uneven and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries.

This project was awarded \$1,000,439 in federal Safe Routes to School (SRTSF) funding in May of 2009.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	SRTSF		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022				1,000		Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

D6 Est Let: 10/10/2019 Est Let Date: 10/10/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 12A

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	1,080											
FD	183	271											
ROW	STP		175										
ROW	183		44										
UTL	STP		874										
UTL	183		219										
CON	185			2,566									
CON	185				324								
CON	581				10,250								
		1,351	1,312	2,566	10,574	0	0	0	0	0	0	0	0
Total FY2019-2022				15,803		Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

LIMITS I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 4B, 4C

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP	2,200											
CON	TOLL												
CON	NHPP			2,200									
		2,200	0	2,200	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,400		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 92554 *Ridge Ave Over Amtrak (Bridge)*

LIMITS 0.1 mile SE 29th Street, Philadelphia

D6 Est Let: 1/15/2022 Est Let Date: 1/15/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	721											
FD	185	180											
ROW	STP		525										
ROW	185		131										
UTL	STP		656										
UTL	185		164										
CON	STP								5,219				
CON	185								1,305				
		901	1,476	0	0	0	0	0	6,524	0	0	0	0
		Total FY2019-2022		2,377		Total FY2023-2026		6,524		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92809 *Roosevelt Blvd Exit (Bridge)*

LIMITS Roosevelt Boulevard exit at PA 611/Broad Street

D6 Est Let: 12/8/2022 Est Let Date: 12/8/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 0

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Bridge rehabilitation or replacement of state bridge on the Roosevelt Boulevard exit at PA 611/Broad Street in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	185		250										
FD	NHPP			835									
FD	185			209									
ROW	NHPP				49								
ROW	185				12								
UTL	185					326							
CON	NHPP							4,054					
CON	185							1,013					
		0	250	1,044	61	0	326	5,067	0	0	0	0	0
		Total FY2019-2022			1,355	Total FY2023-2026			5,393	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently identified to be advanced as part of this project:

22nd St - Clearfield to College.
 22nd St - Mifflin to Federal.
 48th St - Wyalusing to Fairmount.
 57th St - Lansdowne to Baltimore.
 70th St - Essington to Greenway.
 Adams Ave - Rising Sun Plaza to Whitaker.
 Buist Ave - 73rd to 61st.
 Castor Ave - Comley to St. Vincent.
 Cecil B Moore Ave - 32nd to 8th.
 Cedar Ave - 52nd to Cobbs Creek.
 Cheltenham Ave - Ivy Hill to Pittville.
 Chester Ave - 47th to 57th.
 Christian St - Grays Ferry to 15th.
 Diamond St - 31st to 5th.
 Elmwood Ave - 73rd to 57th.
 Front St - Berks to York.
 Johnston - Chew to Lincoln.
 Kingsessing Ave - 46th to 65th.
 Monument Ave - Ford to Target.
 Moyamensing Ave - Federal to Mifflin.
 Oxford Ave - Frankford to Sanger.
 Rhawn St - Revere to Cresco.
 Springfield Ave - 47th to 60th.
 Summerdale Ave - Pratt to Oxford.
 Washington Ln - Morton to Limekiln.
 Wayne Ave - Windrim to Walnut.

DVRPC Competitive CMAQ Awarded Project FY 2011-2012

CMAQ award \$1,000,000

Matching funds \$1,000,000

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 98229 **59th Street over AMTRAK (Bridge)**

LIMITS 59th Street over AMTRAK

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7A

This project is a bridge rehabilitation/replacement of 59th Street over AMTRAK in the City of Philadelphia.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 98230 **Tabor Road over Tacony Creek (Bridge)**

LIMITS Tabor Road over Tacony Creek

D6 Est Let: 5/15/2019

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 29

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	183												
FD	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 102134 *Henry Ave Corridor Safety Improvements, Phase 2*

LIMITS Henry Ave. from Abbotsford Avenue to Hermit Lane

D6 Est Let: 12/15/2019

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 20

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 15A

This 1.6 mile corridor consists of Henry Avenue from Abbotsford Avenue to Hermit Lane in Philadelphia's East Falls neighborhood. Many of the congestion management strategies and identified improvements will provide safety benefits to this heavily traveled corridor. The project will implement the recommendations identified in the 2004 CCIP Final Report and includes installing "hand/man" pedestrian signals at all locations and consider the appropriateness of the advanced pedestrian phase; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on cluster information and will consider the removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along median and in between lanes; and installing enhanced signage.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that is occurring at the signalized intersections and mid-block locations; increase capacity at the signalized intersection for the daily peak travel periods; provide signal coordination to better manage traffic flows during peak periods and incidents; reduce the severity of the reportable crashes; and mitigate the crash clusters. The corridor improvements have been broken out to 2 separate projects. See companion project MPMS #80104. PE will be funded and completed under MPMS# 80104.

FD (\$300,000 estimate), UTL (\$250,000 estimate), ROW (\$500,000 estimate), and CON (\$3,000,000 estimate) will be drawn from MPMS #57927 at the appropriate time.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	HSIP												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 103218 *Ashton Road Grade Crossing*

LIMITS Between Tolbut Street and Jenny Place

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER:

IPD: 18

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will install a railroad warning lights at the Ashton Road grade crossing which is located between Tolbut Street and Jenny Place the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	RRX	215											
		215	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		215			Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103219 *Blue Grass Road Grade Crossing*

LIMITS Between Gregg Street and Welsh Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S8

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will install a railroad warning lights at the Blue Grass Road grade crossing which is located between Gregg Street and Welsh Road the City of Philadelphia. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	RRX	214											
		214	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			214	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 **I-95: Bridge Street Ramps (Section BS5)**

LIMITS N. Delaware Ave. Extension from Buckius St. to Tacony St.

D6 Est Let: 12/5/2019 Est Let Date: 12/5/2019

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP	3,819											
ROW	NHPP		3,819										
ROW	NHPP		847										
UTL	STU	4,700											
UTL	NHPP	300											
CON	NHPP		3,439										
CON	581		382										
CON	NHPP			18,439									
CON	581			2,048									
CON	NHPP				9,152								
CON	STU				2,000								
CON	581				1,239								
CON	NHPP					18,098							
CON	581					4,524							
CON	NHPP						9,048						
CON	581						1,827						
CON	185						435						
CON	NHPP							9,048					
CON	581							2,262					

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

8,819	8,487	20,487	12,391	22,622	11,310	11,310	0	0	0	0	0
Total FY2019-2022		50,184		Total FY2023-2026		45,242		Total FY2027-2030		0	

MPMS# 105290 *Ben Franklin Bridge Eastbound Operational Improvements*

LIMITS Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP		656										
PE	581		164										
FD	581				174								
FD	581				696								
UTL	185					30							
CON	STU							4,434					
		0	820	0	870	30	0	4,434	0	0	0	0	0
		Total FY2019-2022		1,690		Total FY2023-2026		4,464		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS City of Philadelphia

D6 Est Let: 11/29/2018 Est Let Date: 2/28/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. The work will increase the service life of these roadways and reduce future maintenance costs.

All street segments will be milled and resurfaced with bituminous material and restriped – with the exception of Germantown Avenue, which is surfaced with historically-designated granite block pavers. Any ground disturbance will occur within the existing right-of-way and will be limited to the cartway and sidewalks in the various corridors. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Potential candidates for this resurfacing package include:

- Chestnut Hill Avenue, Seminole St. to Bethlehem Pike
- Seminole Avenue, Chestnut Hill Ave to St. Martins Ln.
- St. Martins Lane., Highland Ave. to Mermaid Ln.
- Mermaid Lane, St. Martins Ln. to McCallum St.
- McCallum Street, Mermaid Ln. to Allens Ln.
- Germantown Avenue, Bethlehem Pike to Rex Ave.
- Bells Mill Road, Germantown Ave. to Stenton Ave

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU	720											
FD	LOC	180											
CON	STU		4,456										
CON	LOC		1,114										
CON	STU			2,456									
CON	LOC			614									
CON	STU				6,456								
CON	LOC				1,614								
		900	5,570	3,070	8,070	0	0	0	0	0	0	0	0
		Total FY2019-2022		17,610		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 **I-95 Central Access Philadelphia (CAP) / Waterfront Access**

New

LIMITS I-676 Interchange to south of Washington Ave

D6 Est Let: 6/10/2021

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that \$70 million local funds will be provided by the City of Philadelphia via bonding, and over \$20 million of private contributions will be made available for the project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP	2,000											
PE	TOLL												
FD	TOLL												
FD	NHPP	10,000											
FD	TOLL												
FD	NHPP		10,000										
ROW	SPK-STP		4,000										
ROW	TOLL												
ROW	TOLL												
ROW	SPK-STP			6,000									
UTL	TOLL												
UTL	NHPP		5,000										
UTL	TOLL												
UTL	NHPP			5,000									
CON	LOC		5,000										
CON	TOLL												
CON	SPK-STP			7,000									
CON	LOC			15,000									
CON	SPK-STP				13,000								
CON	TOLL												
CON	LOC				25,000								
CON	SPK-STP					20,000							
CON	TOLL												
CON	LOC					25,000							
CON	OTH					21,000							
CON	SPK-STP						24,000						
CON	TOLL												

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

Philadelphia

	12,000	24,000	33,000	38,000	66,000	24,000	0	0	0	0	0	0
Total FY2019-2022			107,000		Total FY2023-2026		90,000		Total FY2027-2030		0	

MPMS# 106708 I-95 Planning Assistance

LIMITS I-95 Corridor Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

Tasks:

- 1.Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements.
- 2.Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
- 3.Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
- 4.Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line.
- 5.Facilitate coordination between SEPTA, Amtrak, PennDOT, and other agencies.
- 6.Coordinate communications and outreach activities with the TMAs, particularly with TMAs in Center City, and Bucks and Delaware counties.
- 7.Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
- 8.Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
- 9.Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
- 10.Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
- 11.Coordinate with freight industry representatives on construction activities and detour routes.
- 12.Provide mapping and Geographic Information Systems (GIS) support as requested.
- 13.Provide support in coordinating and developing legal agreements, as needed.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	NHPP	80											
PRA	581	20											
PRA	NHPP		80										
PRA	581		20										
PRA	NHPP			80									
PRA	581			20									
PRA	NHPP				80								
PRA	581				20								
		100	100	100	100	0	0	0	0	0	0	0	0
		Total FY2019-2022			400	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106991 **5th Street Signal Improvements**

LIMITS Godfrey Ave to Cheltenham Ave

D6 Est Let: 10/4/2018

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

The project will implement the FHWA Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will systematically implement low-cost improvements at signalized intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 5th Street from Godfrey Avenue to Cheltenham Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	sHSIP	520											
		520	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			520	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 106992 **2nd Street Signal Improvements**

LIMITS Lehigh Avenue to Rising Sun Avenue

D6 Est Let: 10/10/2019

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 28

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

The project will implement the PennDOT Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersections including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression through out the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is 2nd Street from Lehigh Avenue to Rising Sun Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	sHSIP	1,228											
		1,228	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			1,228	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106993 *Frankford Ave Signal Improvements*

LIMITS Girard Avenue to Knights Road

D6 Est Let: 6/18/2020

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 28

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

The project will implement the PennDOT Intersection Safety Plan (ISIP) at specific intersections through the corridor. The project will also systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps and intersection lighting. The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Replacing the existing outdated signal controllers results in the need to address coordination along the corridor, and installing interconnect to ensure effective progression along this corridor of closely spaced traffic signals to help mitigate congestion-related crashes, minimize aggressive driving, and operate the corridor on a real-time basis from the City's new Traffic Operations Center. The project will also include the installation of curb extensions as traffic calming measures at select documented problematic locations to improve pedestrian safety.

The limits of the signalized interconnect is Frankford Avenue from Girard Avenue to Knights Road.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	sHSIP	1,000											
CON	TOLL												
CON	sHSIP		607										
		1,000	607	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,607		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 106994 *Rising Sun Ave Signal Improvements*

LIMITS Wingohocking Street to Olney Avenue

D6 Est Let: 10/10/2019

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 31

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

The project will systematically implement low-cost improvements at signalized intersection including signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions and traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Rising Sun Avenue from Wingohocking Street to Olney Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	sHSIP	1,257											
		1,257	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,257		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106995 *Castor Ave Signal Improvements*

LIMITS Aramingo Avenue to Hunting Park Avenue

D6 Est Let: 10/4/2018

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 27

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

The project will address intersection and pedestrian vital safety focus areas. The project will also systematically implement low-cost improvements at signalized intersection including overhead signals, signage, pedestrian countdown timers, audible peds (where appropriate), pavement markings, ADA ramps, intersection lighting and interconnect (fiber). The project will improve signal design by upgrading signal heads, upgrading control boxes and upgrading mast arms. Installing interconnect to ensure the adequate progression throughout the corridor will help minimize aggressive driving. The project will also include the installation of curb extensions traffic calming measures intended to improve pedestrian safety.

The limits of the signalized interconnect is Castor Avenue from Aramingo Avenue to Hunting Park Avenue.

TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	HSIP										
		0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		0		0		0		0		0	

MPMS# 107181 *Cheltenham-Greene Plaza Reconstruction (TAP)*

LIMITS Cheltenham-Greene Plaza

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 20

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

The City will implement a more cohesive design of the Cheltenham-Greene Plaza, as the plaza needs to be replaced. A stakeholder group of businesses, residents, and community leaders agreed upon the following guiding principles:

- 1) Create a gateway into Vernon Park and the Cheltenham Avenue business district;
- 2) Create a plaza space that feels larger, safer, and more open;
- 3) Provide adequate bus shelter space;
- 4) Connect the plaza to Vernon Park, both physically and visually; and
- 5) provide a safe route to school for approximately 450 students who attend the Imani Education Circle.

Charter School, a K-8th grade school located across the street from the site at 5612 Greene Street.

The existing plaza was constructed approximately 30 years ago. Currently, the plaza is in poor physical condition. Specific challenges include: a sunken portion that tends to collect litter and is generally unoccupied because it is perceived as dirty and unsafe; a lack of ADA-compliant curb ramps between the Plaza and adjacent blocks; and a lack of connection to Vernon Park, despite being directly adjacent.

The project was awarded \$370,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
CON	TAU										
		0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		0		0		0		0		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107182 City of Philadelphia SRTS (Non-infrastructure) (TAP)

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

This project will fund a comprehensive SRTS program that will plan, implement, and evaluate activities to encourage walking and biking to school: bicycle and pedestrian safety student lessons, encouragement activities, traffic education to families and neighbors, enforcement near key schools, funding SRTS manager, and outreach.

Project was awarded \$450,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 107183 Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)

LIMITS Stephen Girard Elementary School and Southwark School

D6 Est Let: 9/27/2018

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6C

A critical pedestrian and bicycle safety infrastructure around two of our highest crash schools will be installed. This will complement current child pedestrian and bicycle safety education efforts. Two schools have been selected for pedestrian and bicycle safety infrastructure improvements, including Stephen Girard Elementary School and Southwark School. Both schools are located in South Philadelphia in dense urban neighborhoods.

Project was awarded \$950,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107197 *Manayunk Bridge Trail Site Amenities (TAP)*

LIMITS Philadelphia to Montgomery County

D6 Est Let: 1/31/2019

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: EE/DVRPC/R. Gallagher

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

This project will add site amenities to the Manayunk Bridge Trail which connects Philadelphia and Montgomery Counties: lighting, benches, planters and signage will provide for greater usage and safety. The Manayunk Bridge Trail connects Philadelphia to Lower Merion Township in Montgomery County over the Schuylkill River connecting the Schuylkill River Trail/Manayunk Canal Towpath/Main Street in Manayunk to Cynwyd Heritage Trail in Bala Cynwyd.

Project was awarded \$600,000 regional TAP (TAU) funds from the 2016 TAP round, which was approved by the March 24, 2016 DVRPC Board. Approximately \$7.6 million was available for the five-county Southeastern Pennsylvania region.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022				0		Total FY2023-2026				0		Total FY2027-2030	
				0				0				0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107198 Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP)

LIMITS High priority bicycle corridors throughout the City

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2020M

PLAN CENTER:

IPD: 25

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will fund construction of bicycle facility improvements throughout the City of Philadelphia (various locations). It proposes to convert over 27 lane miles into protected bicycle facilities by adding flexible delineator posts, a vertical element proven to act as a superior visual reference to clearly separate vehicle and bicycle space in the right of way. There are fifteen high priority bicycle corridors spread throughout the City identified for potential improvements as part of this project. These may include the following, subject to change:

1. The Spruce/Pine Streets Pair Protected Bicycle Lanes will add a vertical element to these bicycle lanes in Center City Philadelphia, which were the City's first pavement striped buffered bicycle lanes in 2009. These are a major east-west pair from 22nd Street to Front Street and connect to several bicycle routes and trails to the west, south, and north.
2. The South/Lombard Streets Protected Bicycle Lanes will add a vertical element to the pavement buffered lanes on the South Street Bridge, on South Street from 27th to 22nd, on 27th from Lombard Street to South Street, and on Lombard from 22nd to 27th. This is a major connection route east-west between University City and Center City, will significantly increase the safety of these bicycle lanes and encourage new users. This route is part of the highest Indego Bikeshare routes, as released by Indego tracking in fall 2015.
3. The 13th/10th Street Pair Protected Bicycle Lanes will add a vertical element to this north-south pair from Spring Garden Street to South Street through Center City Philadelphia. Portions of these streets are currently pavement striped buffered bike lanes and this is the only pavement buffered pair in Center City. Adding a vertical element on this highly visible route through Center City will encourage potential cyclists.
4. The Walnut Street Protected Bicycle Lane is an existing paved striped buffered bike lane that serves as the major west-bound cycling route from 22nd Street to 63rd Street in West Philadelphia. This is a major commuting route for employees and students in University City and a vertical element will increase safety along this route. There is often high speed vehicular traffic and significant turns and parking maneuvers. The presence of flexible delineator posts, even though spaced wider for parking and turning lanes, will calm vehicular traffic and increase roadway safety for all modes.
5. The Civic Center Boulevard Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane from Health Science Boulevard to Convention Boulevard adjacent to the Hospital of the University of Pennsylvania and the Children's Hospital of Philadelphia and was installed in summer of 2015. It currently functions as a contraflow lane but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
6. The 30th Street Protected Contraflow Bicycle Lane is an existing paved striped buffered contraflow lane on 30th Street between Market and Chestnut Streets adjacent to the IRS Building. It currently functions as an unprotected contraflow lane, but would be a safer facility with a vertical element, as there are vehicle blockage and other safety issues.
7. The Race Street Protected Bicycle Lane will be a protected right hand bicycle lane in area of excess roadway capacity between 9th Street and 5th Street. The project requires taking lane of vehicle traffic and will slow down the vehicular traffic eager to get on the Ben Franklin Bridge, give better cues to which lane people should be using, and make connections to high foot/bike trafficked destinations, like Franklin Square, office buildings, and the Ben Franklin Bridge Trail. The addition of a buffered bike lane here, along with reducing the number of lanes, will help calm traffic on this very wide segment of the street, without changing the curb locations. The protected bike lane on Race Street connects commercial and residential areas in Chinatown and Center City to commercial, office, and residential areas in Old City, in addition to the Benjamin Franklin Bridge Trail and Delaware River Trail.
8. The Torresdale/Frankford Avenues Two Way Protected Bicycle Lanes will connect the two gaps between segments of the Pennypack Creek Trail, which is currently on-road in these sections and on opposite sides of the Avenue. The roadway orientation of the trail at these crossings is an unsafe connection for trail users. The project requires taking 750' of sparsely used parking lane along Torresdale Avenue and approximately 200' of parking along Frankford Avenue.
9. Passyunk Avenue/Oregon Avenue Protected Bicycle Lanes on the Passyunk Avenue Bridge and at the Vare Avenue/Oregon Avenue approach in South Philadelphia.
10. Columbus Boulevard Protected Bicycle Lanes along Columbus Boulevard from Spring Garden to Race Street and Washington Avenue to Packer Avenue.
11. Parkside Avenue Protected Bicycle Lanes from 53rd Street to Wynnefield Avenue.

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

12. N 33rd Street Protected Bicycle Lanes from Girard Avenue to Oxford Avenue.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$250,000 out of the \$9.4 million awarded to the region. This project also received \$300,000 of Regional TAP funds.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	TAU												
CON	TAP	300											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		300		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 107698 I-76 Bridge Repair Section SRE**LIMITS** University Avenue through Arch Street

D6 Est Let: 8/9/2018 Est Let Date: 3/15/2018

IMPROVEMENT Bridge Repair/Replacement**NHPP:****MUNICIPALITIES:** Philadelphia City**FC:**

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N.Velaga**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The scope of this project contains replacement/rehabilitation of the structure along with the existing bridge deck is proposed along with repairs to piers, abutments and other components of the substructure.

The I-76 Bridge carries I-76 along and over the Schuylkill River in the City of Philadelphia from University Avenue through Arch Street. Located adjacent to the 30th Street Regional Rail Station, this bridge carries a high volume of traffic and is an important interstate route for the local and regional needs of the greater Philadelphia area. As a result of the continued deterioration of the bridge deck and deck joints, several spalls were observed with exposed reinforcement which required immediate action by the Department.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP*				5,000								
		0	0	0	5,000	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

New

LIMITS I-95 Corridor

D6 Est Let: 1/17/2019

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

The I95 Section MB4 project includes the repair of 12 structures along the I-95 corridor including 2 structures in Bucks County, 2 in Delaware County and 8 in Philadelphia. Typical repairs include replacement/repair of leaking deck joints, rehabilitation of bearings, repair of structure drainage features, replace under bridge lighting, substructure concrete repair, beam end repairs and deck overlay to extend the life of these structures by a minimum of 15 years. Additionally, this project includes repair or replacement of high mast lighting poles on I-95 located near the Philadelphia Airport.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP	323											
UTL	185	35											
CON	NHPP			5,951									
CON	185			661									
CON	NHPP				5,951								
CON	185				661								
CON	NHPP					5,951							
CON	185					661							
CON	NHPP						5,951						
CON	185						661						
		358	0	6,612	6,612	6,612	6,612	0	0	0	0	0	0
Total FY2019-2022				13,582		Total FY2023-2026		13,224		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107999 **S. 53rd St. & Baltimore Ave. Safety Improvements (TAP)**

LIMITS East and West Bound slip ramps on Baltimore Ave at intersection of S. 53rd St a

D6 Est Let: 10/18/2018 Est Let Date: 10/18/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

This project will fund construction of a series of safety improvements at the intersection of 53rd Street and Baltimore Avenue, adjacent to the Avery D Harrington School. Planned improvements include realigning the intersection, upgrading the intersection and transit stop to be ADA compliant, adding bump-outs at the corners to provide safe pedestrian refuge areas, upgrading traffic signal equipment and pedestrian countdown signals, and installing green stormwater infrastructure leveraging funds from the Philadelphia Water Department.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$600,000 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	600											
		600	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		600		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 108009 **Demand-Driven Indego Expansion**

LIMITS City of Philadelphia

D6 Est Let: 7/12/2018 Est Let Date: 7/12/2018

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will involve the strategic and sustainable expansion of Indego, Philadelphia's newest public transportation system, by deploying 16 new Indego bike share stations in high-demand locations.

In the fall of 2015, PennDOT held a competitive round for statewide TAP funding. This project was one of 13 projects across the DVRPC region that was awarded funding in January 2017 through the statewide TAP program (MPMS #60560), receiving \$984,692 out of the \$9.4 million awarded to the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	985											
		985	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		985		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108090 *Citywide Resurfacing 106*

LIMITS City of Philadelphia

D6 Est Let: 9/17/2020 Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 29

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Southampton Road (G196) from Roosevelt Boulevard to Worthington Road

Dunks Ferry Road (G444) from Byberry Road to the City Limit

Welsh Road (G125) from Holme Circle to Rowland Avenue

Alburger Avenue (G174) from Pine Road to Welsh Road

G Street (G495) from Hunting Park Avenue to Wyoming Avenue

Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street

Kensington Avenue (G046/G058) from Front Street to Frankford Avenue

Front Street (G005) from Ellen Street to Girard Avenue

Fairmont Avenue (G502) from Broad Street to Kelly Drive

Ogontz Avenue (G135/G724) from Cheltenham Avenue to Belfield Avenue

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		437										
FD	LOC		109										
CON	STU			2,501									
CON	LOC			624									
CON	STU				6,500								
CON	LOC				1,625								
		0	546	3,125	8,125	0	0	0	0	0	0	0	0
		Total FY2019-2022		11,796		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS City of Philadelphia

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

D6 Est Let: 9/26/2019 Est Let Date: 9/26/2019

NHPP:

FC:

AQ Code:S10

IPD: 25

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Race Street (G010) from Benjamin Franklin Parkway to 8th Street

Race Street (G010) from 6th Street to 2nd Street

22nd Street (G011) from Snyder Avenue to Spring Garden Street

Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

Tasker Street (G014) from Front Street to 34th Street

Morris Street (G012) from Front Street to 34th Street

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STU		481										
FD	LOC		120										
CON	STU			2,401									
CON	LOC			600									
CON	STU				4,956								
CON	LOC				1,239								
CON	STU					1,444							
CON	STP					2,000							
CON	LOC					861							
		0	601	3,001	6,195	4,305	0	0	0	0	0	0	0
		Total FY2019-2022		9,797		Total FY2023-2026		4,305		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108095 *Citywide Resurfacing 108*

LIMITS City of Philadelphia

D6 Est Let: 9/26/2019 Est Let Date: 9/26/2019

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 27

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

All street segments will be milled and resurfaced with bituminous material and restriped. Any ground disturbance will occur within the existing right-of-way. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade non-compliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Presidential Boulevard (G140) from Neill Drive to City Avenue
Neill Drive (G140) from Falls Road to Presidential Boulevard
Falls Road (G140) from Martin Luther King Jr. Drive to Neill Drive
Martin Luther King Jr. Drive (G079) from Falls Bridge to Benjamin Franklin Parkway
Wister Street (G117) from Germantown Avenue to Belfield Avenue
Main Street (G076/G114) from Leverington Avenue to Ridge Avenue
Shurs Lane (G111) from Main Street to Ridge Avenue
Domino Lane (G139) from Umbria Street to Valley Avenue
Valley Avenue (G138) from Wigard Avenue to Henry Avenue
Windrim Avenue (G083) from Wanye Avenue to Fisher Avenue
Spruce Street (G066) from 63rd Street to South Street
South Street (G018) from Conventions Avenue to 33rd Street
34th Street (G051) from Spruce Street to Walnut Street

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		485										
FD	LOC		121										
CON	STU			2,081									
CON	LOC			520									
CON	STU				1,444								
CON	LOC				361								
CON	STP					7,280							
CON	LOC					1,820							
		0	606	2,601	1,805	9,100	0	0	0	0	0	0	0
		Total FY2019-2022		5,012		Total FY2023-2026		9,100		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS City of Philadelphia

D6 Est Let: 9/17/2020 Est Let Date: 9/17/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Dock Street, Spruce Street, 38th Parallel Place and Front Street are all Federal Aid Network segments surfaced with historic granite block or "Belgian Block" pavers. All street segments will have granite block reset and regouted as needed along with necessary base repairs and accessibility improvements. The primary purpose of the project is to restore roadway surfaces to fully functional and optimal conditions; to provide smoother riding surfaces for enhanced traffic movement; to install pavement markings for better direction for motorists, bicyclists, and pedestrians and to upgrade noncompliant ADA ramps at crosswalks to current standards. In most cases, pavement restoration in the disturbed areas will match existing pavement types.

Streets/Project Boundaries:

Dock Street (G307/G710) from 2nd Street to Christopher Columbus Boulevard

38th Parallel Place (G307) from Dock Street to Spruce Street

Spruce Street (G008) from 38th Parallel Place to Christopher Columbus Boulevard

Front Street (G005) from Vine Street to Ellen Street

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	STP		262										
FD	LOC		66										
CON	STU				4,637								
CON	LOC				1,159								
		0	328	0	5,796	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,124		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS City of Philadelphia

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

D6 Est Let: 9/17/2020 Est Let Date: 9/17/2020

NHPP:

FC:

AQ Code:S10

IPD:

This project will include the design and construction of ADA ramps that were transitioned from other Federal Aid projects, including, but not limited to, Center City SE Quad Signals (MPMS #17655), Passyunk Ave Signals (MPMS #16987), 52nd St. Streetscape (MPMS #17829), Citywide Resurfacing 103 (MPMS #91837), and various streetscape projects; and as well as ramps located on Center City Philadelphia Federal Aid routes that were repaved with local funding. The ramps would have typically been included as design build items in the project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts, and will now be addressed as part of this transition project. This will allow the City to design and construct the ramps to current ADA requirements while providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	560											
PE	LOC	140											
FD	STP			275									
FD	LOC			69									
CON	STP								4,175				
CON	LOC								1,044				
		700	0	344	0	0	0	0	5,219	0	0	0	0
		Total FY2019-2022		1,044		Total FY2023-2026		5,219		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 *Falls Road Bridge*

LIMITS Falls Road Bridge

D6 Est Let: 9/16/2021

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 5G, 15A

The Falls Road over Schuylkill River Bridge project will extend the useful life of the bridge as the bridge is currently considered Structurally Deficient, with a 5-ton posted weight limit and a sufficiency rating of 13, which will continue to deteriorate without rehabilitation.

The project will unfreeze and repair bearings, clean and paint the bridge superstructure, remove paint and rust using high pressure water, collect and properly dispose of lead based paint and tainted rust scale, paint structure with rust inhibiting paint to protect steel and encapsulate remaining "tight" lead based paint.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS MLK Drive

D6 Est Let: 9/16/2021

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. Work will include complete bridge deck replacement, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single 5 ft. sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path. The bridge is currently posted for 33 tons with a sufficiency rating of 48. This work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. This is a retro reimbursement.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

New

LIMITS Market Street and Walnut Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	BOF			405									
PE	185			75									
PE	LOC			25									
PE	BOF				460								
PE	185				86								
PE	LOC				29								
FD	BOF				891								
FD	185				111								
FD	LOC				37								
CON	BOF									7,871			
CON	185									1,476			
CON	LOC									492			
		0	0	505	1,614	0	0	0	0	0	9,839	0	0
		Total FY2019-2022		2,119		Total FY2023-2026				0		Total FY2027-2030	
												9,839	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110415 *Schuylkill Banks Christian to Crescent (TIGER)*

New

LIMITS Christian Street to 34th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 19

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

This section of the Schuylkill River Trail (SRT) will close a trail gap that exists between the Trail's current terminus at Christian Street to the beginning of the next Trail segment at 34th Street, known as the Grays Ferry Crescent. Sponsored by the Schuylkill River Development Corporation (SRDC) in collaboration with the City of Philadelphia, this trail section parallels approximately 3,000 feet of the riverfront and is titled Christian to Crescent by SRDC. The Schuylkill River Park Trail is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River.

This project is one of several phases of the Schuylkill River Trail (SRT) which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. The SRT is a regional trail that connects Valley Forge National Historical Park to Historic Bartram's Garden has been constructed in segments through a variety of fund sources and other MPMS #'s including 70220, 68067, 81584, and 90144 and allows users to access work, school, shops, medical facilities and other services throughout Philadelphia. Filling the gap in this regionally vital trail makes the entire system more valuable. It opens trips from rural and suburban areas that surround Philadelphia to cultural destinations, like Historic Bartram's Garden. It creates safer connections for students and employees who live in Center City and commute to the University of Pennsylvania's Pennovation Center in Grays Ferry or the University of the Sciences in Southwest Philadelphia. Likewise, it will allow commuters and residents from Southwest Philadelphia to be able to more easily access Center City. It will encourage more individuals to walk or commute by bicycle, which many commuters avoid if a significant portion of the route is likely to be shared with vehicles. This expands the user base of the trail system and reduces vehicle traffic on crowded streets and highways during peak traffic hours.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

This project has been awarded \$12,000,000 in Federal TIGER 9 funding.

\$1,000,000 provided by DCNR is listed as "Other" funding in FY19 (\$500,000) and FY20 (\$500,000)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	OTH	4,500											
CON	LOC	3,500											
CON	TIGER		12,000										
CON	OTH		500										
CON	SPK-STP			1,000									
CON	LOC			250									
CON	SPK-STP				3,000								
CON	LOC				750								
CON	SPK-STP					6,000							
CON	LOC					1,500							
		8,000	12,500	1,250	3,750	7,500	0	0	0	0	0	0	0
		Total FY2019-2022		25,500		Total FY2023-2026		7,500		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 110958 **Castor Avenue Roundabout**

New

LIMITS Castor Avenue (SR 1005) and Wyoming Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

Roundabout installation at Castor Avenue (SR 1005) and Wyoming Avenue

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	TOLL												
UTL	sHSIP	46											
CON	TOLL												
CON	sHSIP	762											
		808	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			808	Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 111496 **Franklin Square Pedestrian Access Project**

New

LIMITS Franklin Square

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A, 14A

This project will construct curb bump-outs, pedestrian refuge islands, and expanded sidewalks to improve and increase pedestrian movement across Race Street and into Franklin Square.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	432											
		432	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			432	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111500 *Manayunk Canal Lower Locks Preservation Project*

New

LIMITS Manayunk Lower Locks (69 and 70)

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3B

Funds for this project will go to rehabilitate a severely deteriorated portion of the Manayunk Canal in Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111501 *Broad & Locust Modified Urban Intersection*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

This project involves the modification at Broad and Locust Streets will replicate the current construction on Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety and the aesthetics of the public realm.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111503 *North Broad Street - Vision Zero Priority Corridor*

New

LIMITS West Girard Avenue to Cecil B. Moore Avenue

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project will increase pedestrian safety on North Broad Street with the installation of medians from West Girard Avenue to Cecil B. Moore Avenue. This funding supplements the Regional TA selection of \$300,000.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	TAP		700										
		0	700	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		700		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111505 *Mid-block Crossing in University City - Drexel University*

New

LIMITS 33rd and 32nd Streets

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

Fund will go to construct a mid-block crosswalk across Chestnut Street between 33rd and 32nd Streets connecting Drexel University's campus in the University City neighborhood of Philadelphia.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111506 *Blvd Pedestrian Safety & Direct Bus Improvements*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project will construct 6 sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct NB Direct Bus station at Broad/Blvd; make sidewalk improvements on Broad to improve pedestrian safety to the BSL.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111507 *Cramp Elementary School Traffic Safety Improvements*

New

LIMITS Philadelphia's Fairhill Neighborhood

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements (using SRTS funding).

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	SRTSF	995											
		995	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		995		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 111508 *South Broad Street Sidepath, Phase 1*

New

LIMITS West side of South Broad Street, from Hartranft Street to the Navy Yard

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4C

This project will construct the first phase of the South Broad Street sidepath from the Navy Yard to Pattison Avenue in South Philadelphia.

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111509 *City Avenue Project - City Avenue Special Services District*

New

LIMITS 52nd Street to Lapsley Lane

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Lower Merion Township; Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5F, 7A

Funding will provide for installation of new pedestrian lighting from 52nd Street to Lapsley Lane in the City of Philadelphia and Lower Merion Township, Montgomery County

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	987											
		987	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		987				Total FY2023-2026				Total FY2027-2030			
		987				0				0			

MPMS# 111510 *Frankford & Belgrade Improvements*

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project will fund improvements to sidewalks, line striping, pedestrian countdowns, and traffic signal.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	300											
		300	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		300				Total FY2023-2026				Total FY2027-2030			
		300				0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111511 *Riverfront Gateway Sidewalk Project*

New

LIMITS I-95 from Callowhill Street to Oregon Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/K. Lawrence

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 10A

Funding will go to repair and replace damaged sidewalks with heavy pedestrian traffic under I-95.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	625											
		625	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		625				Total FY2023-2026				Total FY2027-2030			
		625				0				0			

MPMS# 111515 *Cherokee Street Bridge over Valley Green Road*

New

LIMITS Cherokee Street Bridge over Valley Green Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered Structurally Deficient due to substructure issues. It requires abutment repair and reconstruction of the bearing pedestals to avoid posting, remove its structurally deficient status, and extend its useful life.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	sSTP	136											
CON	sSTP		1,660										
		136	1,660	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		1,796				Total FY2023-2026				Total FY2027-2030			
		1,796				0				0			

Total For Philadelphia	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$116,788	\$111,345	\$141,237	\$171,416	\$540,786	\$360,904	\$54,177

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17876 Road/Resurfacing/Rehabilitation

LIMITS Region-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Typical components of a '3R' (Road/Resurfacing/Rehabilitation) project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Project dollars will be drawn down as needed for individual projects.

TOLL CREDIT

This project now programs funds and work previously included in the Preventive Maintenance Line Item #57622.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581							871					
CON	581								5,418				
CON	581											1,000	
CON	STP												2,868
CON	581												14,216
		0	0	0	0	0	0	871	5,418	0	0	1,000	17,084
Total FY2019-2022		0				Total FY2023-2026				Total FY2027-2030			
		0				6,289				18,084			

MPMS# 17891 RideECO Mass Marketing Efforts SR:0000

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase RideECO sales.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	200											
PRA	LOC	50											
PRA	CAQ		200										
PRA	LOC		50										
		250	250	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		500				Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928 Air Quality Partnership

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project will fund education and outreach activities and materials to encourage the reduction of emissions from transportation sources that contribute to ozone and PM 2.5 pollution. This project will promote dissemination of air quality forecasts and educate the public about steps the public can take to reduce transportation related emissions and improve air quality.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	100											
PRA	LOC	25											
PRA	CAQ		100										
PRA	LOC		25										
		125	125	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		250		Total FY2023-2026				0			
										Total FY2027-2030			
										0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 **DVRPC Competitive CMAQ Program**

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

MPMS #96221 - Multi-modal Access to New Britain Train Station -\$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
 MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
 MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
 MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
 MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
 MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS# 107636 - Neshaminy Greenway Trail -\$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)
- 2) MPMS# 107630 - Paoli Pike Trail Segment D-E -\$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)
- 3) MPMS# 107652 - US 202/US 1 ITS Corridor -\$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)
- 4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -\$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)
- 5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -\$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)
- 6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -\$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)
- 7) MPMS# 107649 - Connecting Wallingford to Mass Transit -\$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)
- 8) MPMS# 107650 - Easton Road Traffic Signal System Project -\$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)
- 9) MPMS# 107644 - Fayette Street Traffic Signal Improvements - Phase 2 -\$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)
- 10) MPMS# 107640 - Route 463 Traffic Signal System Project -\$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)
- 11) MPMS# 107646 - West Main Street Traffic Signal Improvements -\$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)
- 12) MPMS# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
- 13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
- 14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
- 15) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
- 16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	2,612											
CON	CAQ		4,889										
CON	CAQ			10,796									
CON	CAQ				27,000								
		2,612	4,889	10,796	27,000	0	0	0	0	0	0	0	0
		Total FY2019-2022		45,297		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48202 Regional GIS Support - DVRPC

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	TOLL												
PE	STU	350											
PE	TOLL												
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		700				Total FY2023-2026				Total FY2027-2030			
						0				0			

MPMS# 48203 Aerial Photography

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Aerial Photography on District 6-0 area.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
STUD	TOLL												
STUD	STU	915											
		915	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		915				Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

Castor Avenue (SR 1005) Signal Improvements - \$1,257,000 for CON

University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systematic Improvements - \$5,600,000 for CON

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	HSIP	13,743											
CON	HSIP		14,253										
CON	HSIP			14,253									

Pennsylvania - Highway Program (Status: TIP)

Various

CON	HSIP				14,253								
CON	HSIP					14,253							
CON	HSIP						14,253						
CON	HSIP							14,253					
CON	HSIP								14,253				
CON	HSIP									14,253			
CON	HSIP										14,253		
CON	HSIP											14,253	
CON	HSIP												14,253
		13,743	14,253	14,253	14,253	14,253	14,253	14,253	14,253	14,253	14,253	14,253	14,253
	Total FY2019-2022			56,502			Total FY2023-2026	57,012		Total FY2027-2030		57,012	

MPMS# 63406 *Retrofit for Bike Lanes and Shoulders*

LIMITS Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP: Not SOV Capacity Adding

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

		TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>		
PE	CAQ	500													
		0	500	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022		500		Total FY2023-2026			0			Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 Transportation Community Development Initiative (TCDI)

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STU		1,200										
PE	LOC		300										
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,500		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives Program (TAP) Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the FAST Act's Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Program (TAP) in the DVRPC region. The TAP Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law sets up a direct allocation of TAP funds to urbanized areas with populations greater than 200,000, and all TAP funds must be awarded through a competitive process whether the funds be the regional MPO funds or from the statewide allocation. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects.

The FAST Act apportions \$3,932,000 TAP funds annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2017 Round) of three years' worth of MPO funding occurred in fall of 2017, with final projects awarded in winter 2018. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

The following projects were approved through the TA Set-Aside program in Winter 2018:

Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #TBD - \$995,000
 Bucks – Iron Work Creek Sidewalk – MPMS #TBD – \$894,000
 Chester – Kennett Area Safer Active Transportation Routes – MPMS #TBD - \$915,000
 Chester – Paoli Trail, Segment A – MPMS #TBD - \$483,000
 Delaware – Pennsy Trail – Phase II Improvements – MPMS #TBD - \$1,163,000
 Montgomery – Jenkintown to Pennypack Trail – MPMS #TBD - \$715,000
 Montgomery – Parkside Cynwyd Trail Extension – MPMS #TBD - \$534,000
 Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #TBD - \$300,000
 Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #TBD - \$1,000,000
 Philadelphia – Restoration of Historic Shawmont Station – MPMS #TBD - \$1,000,000

\$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

The following projects were approved through the TAP program in Spring 2016:

Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
 Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
 Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
 Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
 Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
 Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
 Philadelphia – Chetlens-Greene Plaza Reconstruction – MPMS #107181 - \$370,000
 Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000
 Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000
 Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000
 Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

The following projects were approved through the TAP program in Spring 2014:

Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000
 Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859
 ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000
 ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000
 DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000
 DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000
 DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000
 MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000
 MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000
 Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	3,932											
CON	TAU		3,932										
CON	TAU			3,932									
CON	TAU				3,932								
CON	TAU					3,932							
CON	TAU						3,932						
CON	TAU							3,932					
CON	TAU								3,932				
CON	TAU									3,932			
CON	TAU										3,932		
CON	TAU											3,932	
CON	TAU												3,932
		3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932
		Total FY2019-2022		15,728		Total FY2023-2026		15,728		Total FY2027-2030		15,728	

MPMS# 65109 Transit Flex - SEPTA

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY 2013-2018 funding in the amount of \$102,498,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
PE	FLEX												17,083
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083
		Total FY2019-2022		68,332		Total FY2023-2026		68,332		Total FY2027-2030		68,332	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 TAP Project Engineering and Management - DVRPC

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STU	528											
CON	581	132											
CON	STU		552										
CON	581		138										
		660	690	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,350		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 66461 CMAQ Project Engineering and Management - DVRPC

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	176											
CON	581	44											
CON	CAQ		184										
CON	581		46										
		220	230	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		450		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Transportation Systems Management and Operations (TSMO)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies. This activity is a component of the DVRPC Work Program (UPWP).

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	CAQ	560												
CON	581	140												
CON	CAQ		560											
CON	581		140											
		700	700	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,400		Total FY2023-2026				0		Total FY2027-2030		0

MPMS# 75854 *District Program Management Services "A"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)														
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CON	581	1,500												
CON	581		1,500											
		1,500	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		3,000		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 *District Program Management Services "B"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	581	1,500											
PRA	581		1,500										
		1,500	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,000		Total FY2023-2026				0		Total FY2027-2030	
												0	

MPMS# 79927 *Highway Reserve Line Item-STP*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	STP	174											
CON	STP			360									
CON	STP				52								
CON	STP									4,785			
CON	STP										9		
		174	0	360	52	0	0	0	0	4,785	9	0	0
		Total FY2019-2022		586		Total FY2023-2026				0		Total FY2027-2030	
												4,794	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 Bridge Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	BOF	12											
CON	185	166											
CON	BOF												
CON	185		13										
CON	BOF			1									
CON	185			90									
CON	BOF					116							
CON	185									1,196			
CON	185										491		
CON	185											7,235	
CON	185												11,222
		178	13	91	0	116	0	0	0	1,196	491	7,235	11,222
		Total FY2019-2022			282	Total FY2023-2026			116	Total FY2027-2030			20,144

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 STU Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
CON	STU	1,189											
CON	STU			2,528									
CON	STU					1,852							
CON	STU							613					
CON	STU									4,744			
CON	STU											7,660	
CON	STU												33,986
		1,189	0	2,528	0	1,852	0	613	0	4,744	0	7,660	33,986
		Total FY2019-2022		3,717		Total FY2023-2026		2,465		Total FY2027-2030		46,390	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82216 NHPP Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP	145											
CON	581	77											
CON	NHPP		350										
CON	NHPP			848									
CON	NHPP				3,110								
CON	NHPP					2,746							
CON	581					2,832							
CON	NHPP						6,542						
CON	NHPP							10,746					
CON	NHPP								15,746				
CON	581								2,166				
CON	NHPP									18,746			
CON	581										6,024		
CON	581											3,939	
CON	NHPP												2,349
CON	581												12,555
		222	350	848	3,110	5,578	6,542	10,746	17,912	18,746	6,024	3,939	14,904
		Total FY2019-2022		4,530		Total FY2023-2026		40,778		Total FY2027-2030		43,613	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 83743 ADA Ramps Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
CON	STU							564						
CON	581								1,250					
CON	STU												8,001	
CON	581												1,689	
		0	0	0	0	0	0	564	1,250	0	0	0	9,690	
		Total FY2019-2022				0		Total FY2023-2026		1,814		Total FY2027-2030		9,690

MPMS# 84318 CAQ Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ												
CON	CAQ				4,054								
CON	CAQ					28,881							
CON	CAQ						36,881						
CON	CAQ							36,881					
CON	CAQ								36,881				
CON	CAQ									36,881			
CON	CAQ										36,881		
CON	CAQ											36,881	
CON	CAQ												36,881
		0	0	0	4,054	28,881	36,881	36,881	36,881	36,881	36,881	36,881	36,881
Total FY2019-2022		4,054				Total FY2023-2026		139,524		Total FY2027-2030		147,524	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84457 *Signal Retiming Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	350											
PRA	CAQ		350										
PRA	CAQ			350									
		350	350	350	0	0	0	0	0	0	0	0	0
Total FY2019-2022		1,050				Total FY2023-2026			0	Total FY2027-2030			0

MPMS# 86077 *Enhance and Maintain Travel Forecasting Tools - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PRA	TOLL												
PRA	STU	454											
PRA	TOLL												
PRA	STU		454										
		454	454	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		908			Total FY2023-2026				0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92182 *Expressway Service Patrol - Suburban Counties (2022-2026)*

LIMITS I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD: 1

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP			4,700									
		0	0	4,700	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,700		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 County Bridge Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):

MPMS #s will be created once invoices are received by PennDOT.

Bucks County

-Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.

-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.

-Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

Chester County

-State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.

-Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.

-Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

-Paper Mill Road over Carby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.

-Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. This is a retro-reimbursement project.

Mongtomgery County

-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.

-Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.

-Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township, PE \$350,000, FD \$250,000, ROW \$25,000, UTL \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

City of Philadelphia

-MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.

-Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	2,357											
CON	183		6,364										
CON	183			6,828									
CON	183				423								
CON	BOF					8,673							
CON	183					23,589							
CON	BOF						5,815						
CON	183						11,327						
CON	183							12,814					
CON	BOF								7,489				
		2,357	6,364	6,828	423	32,262	17,142	12,814	7,489	0	0	0	0
		Total FY2019-2022		15,972		Total FY2023-2026		69,707		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 97311 *Transportation Community Development Initiative (TCDI) Administration*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PRA	TOLL												
PRA	STU	120											
PRA	TOLL												
PRA	STU		120										
		120	120	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		240		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Twelve (12) projects requesting \$10.6 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #36 below).

Bucks County

- (1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599) - MPMS #86209 - COMPLETED
- (2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - \$394,133 (\$315,306 State/\$78,827 Local) (Bridge Key 48823) - MPMS #103828

Chester County

- (3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- \$2,100,000 (\$1,680,000 State 183/\$420,000 Local) (Bridge Key 10821) - MPMS #14363;
- (4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774) - MPMS #86293;
- (5) East Boot Road Bridge over Ridley Creek in East Goshen Township \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781) - MPMS #103573 - COMPLETED;
- (6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574 - COMPLETED.

Delaware County

- (7) South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township \$1,084,000 (\$867,200 State 183/\$216,800 Local) (Bridge Key 15432) - MPMS #104196;
- (8) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573 - COMPLETED.

Montgomery County

- (9) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046) - MPMS #103341 - COMPLETED;
- (10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044) - MPMS #103340 - COMPLETED;
- (11) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019) - MPMS #103466 - COMPLETED;
- (12) County Line Road Bridge in Douglass Township - \$594,500 (\$475,600 State 183/\$118,900 local) (Bridge Key 28052) - MPMS #16257.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	3,023											
CON	LOC	756											
CON	183		2,816										
CON	LOC		704										
CON	183			2,500									
CON	LOC			625									
CON	183				2,500								
CON	LOC				625								
CON	183					2,500							

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

CON	LOC					625							
		3,779	3,520	3,125	3,125	3,125	0	0	0	0	0	0	0
Total FY2019-2022		13,549				Total FY2023-2026		3,125		Total FY2027-2030		0	

MPMS# 102106 *Structurally Deficient Bridge Line Item*

LIMITS Region Counties and City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside for rehabilitation or replacement of candidate structurally deficient bridges that have been identified in the DVRPC region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185						1,509						
CON	STU							2,431					
CON	185							29,060					
CON	185								9,592				
CON	185									20,032			
CON	STU										13,371		
CON	185											16,440	
CON	185											20,927	
CON	185											9,317	
		0	0	0	0	0	1,509	31,491	9,592	20,032	13,371	46,684	0
Total FY2019-2022		0				Total FY2023-2026		42,592		Total FY2027-2030		80,087	

MPMS# 102107 *Bridge On Demand Line Item*

LIMITS Region Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Bridge On-Demand Reserve Line Item
Districtwide
Bridge Replacement/Rehabilitation/Preservation activities

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185	300											
CON	185		1,500										
CON	185			1,500									
CON	185				1,500								
		300	1,500	1,500	1,500	0	0	0	0	0	0	0	0
Total FY2019-2022		4,800				Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102275 Study Line Item

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581		500										
PE	581					400							
PE	581							330					
PE	581								670				
PE	581								2,000				
PE	581												4,300
		0	500	0	0	400	0	330	2,670	0	0	0	4,300
		Total FY2019-2022		500		Total FY2023-2026		3,400		Total FY2027-2030		4,300	

MPMS# 102318 Bridge Group M

LIMITS

Est Let Date: 10/18/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Five bridges in Bucks and Chester counties that are structurally deficient will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Dublin Pike Road over Deep Run (Bridge Key 6987) in Hilltown Township; and
Butler Avenue over Branch of West Neshaminy Creek (Bridge Key 6913) in New Britain Township.

The bridges in Chester County are:

PA 926/West Street Road over Radley Run (Bridge Key 10284) in Thornbury Township;
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10511) in Newlin Township; and
Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10510) in Newlin Township.

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	185	5,517													
		5,517	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2019-2022		5,517		Total FY2023-2026			0			Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102319 District Wide Bridge Rehab Group O

New

LIMITS Districtwide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

Three bridges in Bucks, Delaware, and Montgomery counties that are structurally deficient will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

Bucks County: Lurgan Road over Branch of Pidcock Creek (Bridge Key 7348)

Delaware County: Concord Road over Green Creek (Bridge Key 15300)

Montgomery County: Trinity Lane over Gulph Mills Creek (Bridge Key 27402)

There is also an additional structure included under this project, St. Peters Wall. It is a wingwall and buttress wall at a culvert. Since the culvert is a minor one (less than 8' long) it is not in BMS nor have a BRKEY. The drainage culvert is at 15/4043/0050/0605

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	STP	250											
CON	581		834										
CON	185		1,093										
CON	581			3,537									
		250	1,927	3,537	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,714		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102320 District Wide Bridge Rehab Group P

New

LIMITS Districtwide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

Ten bridges in Bucks, Chester, Delaware, and Montgomery counties that are structurally deficient will be replaced with minimal roadway improvements. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Souderton Pike over Branch Mill Creek (Bridge Key 6883)

Carver-Wisner Road over Hickory Creek (Bridge Key 7105)

Allentown Road over Branch of the Unami Creek (Bridge Key 7403)

The bridges in Chester County are:

West Miner Street over Branch of Blackhorse Run (Bridge Key 10267)

Hill Church Road over Tributary of Stony Run (Bridge Key 10366)

The bridges in Delaware County are:

Bethel Road over Branch of Marcus Hook Creek (Bridge Key 15314)

Smith Bridge Road over Webb Creek (Bridge Key 15341)

The bridges in Montgomery County are:

Allentown Road over Branch of Skippack Creek (Bridge Key 27524)

Black Rock Road over Crossmans Run (Bridge Key 27779)

Linfield Road over Tributary of the Schuylkill River (Bridge Key 27822)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	232											
CON	185		2,549										
CON	185			2,549									
CON	185				2,549								
		232	2,549	2,549	2,549	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,879		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665 *Signal Upgrade Line Item*

LIMITS

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 Travel Monitoring

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PRA	STU	120											
PRA	TOLL												
PRA	TOLL												
PRA	STU		120										
		120	120	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		240		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 105291 The Circuit Line Item

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD: 23

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$6 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. The following projects are included in this line item:

- 1) Bucks - Bridge Street Crossing on D&L Towpath MPMS #105845;
- 2) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 3) Montgomery- Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 4) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 5) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853;
- 6) Philadelphia -Spring Garden Street Greenway MPMS #105850

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according the 2016 American Community Survey.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ	500											
CON	CAQ		2,500										
CON	CAQ			2,500									
CON	CAQ				500								
		500	2,500	2,500	500	0	0	0	0	0	0	0	0
		Total FY2019-2022		6,000		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648 Sink Holes Line Item

LIMITS District Wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030				
CON	581	750															
		0	750	0	0	0	0	0	0	0	0	0	0				
Total FY2019-2022		750				Total FY2023-2026				0				Total FY2027-2030		0	

MPMS# 106649 Stormwater Permits/Environmental Mitigation

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

TIP Program Years (\$ 000)															
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
CON	581	750													
		0	750	0	0	0	0	0	0	0	0	0	0		
Total FY2019-2022		750				Total FY2023-2026				0				Total FY2027-2030	0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106651 Sign Structure Repair

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X11

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

Reserve Line Item for Sign Structure Repairs

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	581	800											
		0	800	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		800				Total FY2023-2026				Total FY2027-2030			
		800				0				0			

MPMS# 106654 I-95 Transportation Demand Mgt (TMA)

LIMITS

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project will provide for coordination activities among multiple Transportation Management Associations (TMAs) in Bucks, Delaware, and Philadelphia counties to assist PennDOT with mitigating congestion on the I-95 corridor by reducing the number of drivers on the road during construction, particularly during AM and PM peak commute hours. Outreach efforts will focus on select employers with employees using the corridor; some efforts will reach those same employees directly. Outreach activities will include sharing and supplementing efforts to inform regular users of upcoming construction schedules, in addition to educating and assisting employers to help employees who are regular users with finding viable alternatives to driving alone along this corridor, utilizing Travel Demand Management (TDM) techniques.

Interstate 95 is a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring Bucks and Delaware counties in Pennsylvania. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by ongoing construction work. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow, with a specific focus on employer concerns (on-time arrivals, reliable commute times, reducing use of vacation/sick time, improving employee morale, etc.).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	NHPP	225											
PRA	TOLL												
PRA	NHPP	225											
PRA	TOLL												
		225	225	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		450				Total FY2023-2026				Total FY2027-2030			
		450				0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106990 *District Roundabout Program*

LIMITS Districtwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Evaluation of roundabouts at one or more locations.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	sHSIP	500											
		500	0	0	0	0	0	0	0	0	0	0	0
Total FY2019-2022		500				Total FY2023-2026				Total FY2027-2030			
		500				0				0			

MPMS# 107544 *Bridge Group N*

LIMITS

Est Let Date: 11/1/2018

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: Gannett/V. Genua

CMP: Not SOV Capacity Adding

Seven bridges in Bucks, Chester, and Montgomery counties that are structurally deficient will be replaced, and one bridge in Bucks County that is not structurally deficient will be rehabilitated, all with minimal roadway improvements. An estimated service life extension of 30 years for replacements and 15 years for rehabilitation is anticipated. Work will also include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.

The bridges in Chester County are:

Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.

The bridge in Montgomery County is:

Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	424											
CON	185		2,549										
CON	185			2,549									
CON	185				2,549								
		424	2,549	2,549	2,549	0	0	0	0	0	0	0	0
Total FY2019-2022		8,071				Total FY2023-2026				Total FY2027-2030			
		8,071				0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 108554 **Local Asset Data Collection - Southeast PA**

LIMITS Bucks, Montgomery, and Philadelphia Counties

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

PennDOT initiated a Local Road and Bridge data collection project to collect important data on municipal and county roadways. Working with the state's MPOs and RPOs, PennDOT's goal is to gather comprehensive information on the Commonwealth's extensive network of local roads and bridges missing from the current inventory. The supporting data that is collected will be stored in a database available to PennDOT's planning partners and counties for use in planning, programming, and other business needs.

PennDOT currently does not have complete data on "non-liquid fuel" local roadways and bridges. Non-Liquid Fuel local roads are owned and maintained by municipalities and are not funded by the liquid fuels tax. In past years, data has been collected for Chester and Delaware counties, and portions of Bucks and Montgomery counties. This year, staff will continue the data collection in Bucks and Montgomery, and may begin collecting data in the City of Philadelphia. Using existing data from PennDOT and the counties/City, DVRPC will need to field verify locations of potential public local roads and bridges. The project does not include private roads, or bridges on private roads, such as cemetery drives, private driveways, or roads used on private property such as mobile home, apartment or commercial complexes.

DVRPC staff will perform the data collection according to established methodology developed by PennDOT utilizing tablets and software provided by PennDOT. Prior to any data collection in Philadelphia, DVRPC will send a letter to the City of Philadelphia that explains the purpose of the project. DVRPC will continuously monitor progress and perform quality checks on all collected data utilizing PennDOT's web-based mapping application.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	STU	100											
		100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			100	Total FY2023-2026			0	Total FY2027-2030			0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109599 Bridge Group U

New

LIMITS Various Locations

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Seven bridges in Bucks, Chester and Montgomery counties that are structurally deficient will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Stoney Hill Road over Brock Creek (Bridge Key 7305)

Lower State Road over Branch of Mill Creek (Bridge Key 7363)

The bridges in Chester County are:

5th Street over Branch of Little Elk Creek (Bridge Key 10415)

Saginaw Road over Big Elk Creek (Bridge Key 10450)

Barnsley-Chrome Road over Northeast Creek (Bridge Key 10580)

The bridges in Montgomery County are:

Salford Street over Branch Perkiomen Creek (Bridge Key 27560)

Washington Lane over Branch Pennypack Creek (Bridge Key 27674)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	400											
UTL	185	125											
CON	185		2,489										
CON	185			2,500									
CON	185				2,511								
		525	2,489	2,500	2,511	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,025		Total FY2023-2026		0		Total FY2027-2030		0	

MPMS# 109847 ROW Divestment 6-0

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	750											
		750	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		750		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109848 LED Lighting Conversion 6-0

New

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S18

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The purpose of this project is to convert existing PennDOT maintained lighting fixture inventory to LED luminaires. District 6 currently maintains approximately 4800 light fixtures. They date from the construction of the earliest interstates and arterials in the region to those being constructed today. This project is to convert the earlier type fixtures to LED luminaires. The District will first look at critical corridors and oldest fixtures.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	250											
PE	581		500										
		250	500	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		750		Total FY2023-2026				Total FY2027-2030			
						0				0			

MPMS# 110127 District 6 Modeling Assistance

LIMITS I-95 reconstruction and other areas as needed across the District

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be "on call" for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will require an expansion of DVRPC staff to include a dedicated travel modeler to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania. The additional staff member will report to the Manager, Office of Modeling and Analysis, and work with other OMA staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	NHPP	176											
PRA	581	44											
PRA	NHPP		192										
PRA	581		48										
		220	240	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		460		Total FY2023-2026				Total FY2027-2030			
						0				0			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110429 *Mobility Alternatives Programs (MAP)/Share a Ride Program (SAR)*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jackie Koons-Felion

CMP: Not SOV Capacity Adding

Mobility Alternatives Program is serviced by the TMAs and Contractors (SEPTA and Clean Air Counsel) in the Southeastern Region under DVRPC and helps companies improve their benefits package while saving employees time and money on their commute. MAP also helps reduce traffic and air pollution in the Southeast PA 5 County region. MAP can help everyone find a better way to get to work. Whether it's on transit, in a car pool or van pool, or even working from home, MAP has information on what the various alternatives are and how companies and individuals can take advantage of them.

TMA Bucks

Serving the entire Bucks County, PA area, including: Bensalem, Bristol, Doylestown, Levittown, Newtown, Quakertown and Warminster.

TMA of Chester County

Serving the Chester County, PA area, including: Coatesville, Downingtown, Exton, Great Valley, Kennett Square, Oxford and West Chester.

Delaware County TMA

Serving the entire Delaware County, PA area, including: Chester City, Media, Newtown Square, Springfield, and Radnor Township.

GVF Transportation

Serving the Greater Valley Forge area of Montgomery and Chester Counties, PA, including: King of Prussia, Norristown, Tredyffrin and 31 adjacent municipalities.

The Partnership TMA

Serving eastern Montgomery County, PA, including: the greater North Penn area, Horsham, the Indian Valley, the Upper Perkiomen and Willow Grove.

Central Philadelphia TMA

Serving the Center City Philadelphia area, with transportation fairs and information.

Clean Air Council-

Serving all of Philadelphia City/County, providing all MAP services and assistance with SAR.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
PRA	CAQ	480											
PRA	LOC	120											
PRA	CAQ		480										
PRA	LOC		120										
		600	600	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		1,200		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110460 *Commuter Services*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

Commuter Services is a DVRPC Unified Planning Work Program TIP Funded Task. Note that funding for this task was formerly shared with the Transportation Management Associations (TMA) work programs under MPMS# 17900. The DVRPC Work Program Task funding has now been broken out under this MPMS# 110460 for distinction from the TMA work programs task and for more efficient administration purposes. The TMA portion is now covered under MPMS# 110429.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	201											
PRA	581	34											
PRA	LOC	16											
PRA	CAQ		201										
PRA	581		34										
PRA	LOC		16										
		251	251	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		502		Total FY2023-2026				Total FY2027-2030			
									0				0

MPMS# 110469 *Wrong Way Entry Design Build*

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

Implementation of wrong-way countermeasures at interchange exit ramps.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	TOLL												
FD	sHSIP	250											
CON	TOLL												
CON	sHSIP	1,000											
CON	TOLL												
CON	sHSIP		750										
		1,250	750	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,000		Total FY2023-2026				Total FY2027-2030			
									0				0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110660 Bridge Group V

New

LIMITS Bucks and Montgomery Counties

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township; Haycock Township; Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This bridge group project was a breakout from Bridge Group U and includes four structures to be replaced in Bucks and Montgomery counties.

The bridge in Bucks County are:

East Cherry Road over branch of Tohickon Creek (Bridge Key 7438)

Deerwood Lane over Kimples Creek (Bridge Key 7449)

Stony garden Road over branch of Kimples Creek (Branch Key 7450)

The bridge in Montgomery County is:

Church Road over branch of Perkiomen Creek (Branch Key 27575)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	185	225											
UTL	185	100											
CON	185		2,259										
CON	185			1,506									
CON	185				753								
		325	2,259	1,506	753	0	0	0	0	0	0	0	0
		Total FY2019-2022		4,843		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 111424 Transportation Management Associations (TMA) SR:0000

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: JK

CMP: Not SOV Capacity Adding

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	CAQ	1,064											
PRA	LOC	265											
PRA	CAQ		1,064										
PRA	LOC		265										
		1,329	1,329	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,658		Total FY2023-2026				Total FY2027-2030			
						0				0			

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Various	\$66,081	\$82,261	\$81,535	\$83,394	\$313,271	\$450,882	\$515,698

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TRANSIT PROJECTS FOR THE FY2019 TIP

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 93586 *Downingtown Train Station Rehabilitation*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:2025M

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/ Brandywine Avenue on a section of tangent track in Downingtown Borough, as a result of the Alternative Analysis conducted by PennDOT with Amtrak, SEPTA, and local communities in 2013. The proposed new station will continue to serve Amtrak and SEPTA train service, will be ADA accessible, and will provide 500 foot long high level boarding platforms, approximately 850–950 parking spaces, bicycle and pedestrian access, site lighting and security. The existing station is an enclosed shelter with a low level platform, has 360 parking spaces, and is not ADA accessible. The details of the site configuration will continue to develop as PennDOT works towards the goal of creating a Transit Oriented Development (TOD) with a developer to be determined.

The Downingtown Station is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. Sharing some of the operating characteristics of the Northeast Corridor (NEC) main line, the Amtrak-owned and operated Philadelphia-Harrisburg segment (104 miles) is a mature passenger corridor, with frequent intercity trains (14 Amtrak round trips per average workday, which operate on the NEC beyond Philadelphia to New York from Harrisburg) and SEPTA commuter trains for part of the route between Downingtown and Philadelphia. There are 22 Amtrak stops and 42 SEPTA stops per weekday at the Downingtown Station. Amtrak ridership numbers for the station are 61,435 riders (FY14-15). This line has multiple tracks, full electrification, and grade separation from the highway grid.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	5307	18,000											
CON	5337	26,000											
CON	341	6,500											
CON	341	4,500											
		55,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		55,000		Total FY2023-2026				Total FY2027-2030			
						0				0			

Total For PennDOT	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$55,000	\$0	\$0	\$0	\$55,000	\$0	\$0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY19 - FY21 include (also see MPMS #95739):

FY19: Technology (\$155,000),

FY20: Technology (\$155,000),

FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OP	5307	669											
OP	1513	1,150											
OP	LOC	89											
OP	5307		702										
OP	1513		1,150										
OP	LOC		93										
OP	5307			737									
OP	1513			1,150									
OP	LOC			98									
OP	5307				774								
OP	1513				1,150								
OP	LOC				103								
		1,908	1,945	1,985	2,027	0	0	0	0	0	0	0	0
		Total FY2019-2022		7,865		Total FY2023-2026		0		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 Transportation Capital Improvements

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to implement an Intelligent Transportation System technology project, and begin the replacement of their existing diesel bus fleet with hybrid buses.

Capital projects planned in FY19 - FY21 include:

FY19: Technology (\$155,000),

FY20: Technology (\$155,000),

FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice announcement, wireless internet connectivity, real time mapping and monitoring, and a new fare collection upgrade.

Vehicle & Equipment Purchase: Includes but not limited to the replacement of transit buses, as well as informational kiosks, bus shelters, and other amenities.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
CAP	5307	100												
CAP	1517	50												
CAP	LOC	3												
CAP	5307		100											
CAP	1517		50											
CAP	LOC		3											
CAP	5307			722										
CAP	1517			50										
CAP	LOC			24										
		153	153	796	0	0	0	0	0	0	0	0	0	
		Total FY2019-2022		1,102		Total FY2023-2026				0	Total FY2027-2030			0

Total For Pottstown	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$2,061	\$2,098	\$2,781	\$2,027	\$8,967	\$0	\$0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

The Villanova Station project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 will improve station accessibility and will include construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements, and passenger amenities.

The total project cost is \$32.24 million. Funding is programmed as follows: Prior year funds in the amount of \$19.62 million, \$1.55 million in FY 2019 and \$11.07 million in FY 2026 through 2028.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	1,500											
ERC	LOC	50											
ERC	1514												
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DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAL	5337	37,600											
CAL	1514	10,376											
CAL	LOC	346											
CAL	5337		43,962										
CAL	1514		11,947										
CAL	LOC		398										
CAL	5337			44,841									
CAL	1514			12,192									
CAL	LOC			406									
CAL	5337				45,738								
CAL	1514				12,438								
CAL	LOC				414								
CAL	5337					46,653							
CAL	1514					12,689							
CAL	LOC					423							
CAL	5337						47,586						
CAL	1514						12,946						
CAL	LOC						431						
CAL	5337							48,537					
CAL	1514							13,210					
CAL	LOC							440					
CAL	5337								49,508				
CAL	1514								13,492				
CAL	LOC								450				
CAL	5337									50,498			
CAL	1514									13,782			
CAL	LOC									459			
CAL	5337										51,508		
CAL	1514										14,066		
CAL	LOC										469		
CAL	5337											52,539	
CAL	1514											14,357	
CAL	LOC											478	
CAL	5337												53,589
CAL	1514												14,601
CAL	LOC												487

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	48,322	56,307	57,439	58,590	59,765	60,963	62,187	63,450	64,739	66,043	67,374	68,677
	Total FY2019-2022		220,658		Total FY2023-2026		246,365		Total FY2027-2030		266,833	

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the inspection, maintenance, and construction of operating facilities, overhead power systems, signal systems, and track; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	1514	7,742											
PUR	LOC	258											
PUR	1514		5,806										
PUR	LOC		194										
PUR	1514			5,806									
PUR	LOC			194									
PUR	1514				5,806								
PUR	LOC				194								
PUR	5307					4,800							
PUR	1514					1,161							
PUR	LOC					39							
PUR	1514						5,806						
PUR	LOC						194						
PUR	1514							5,806					
PUR	LOC							194					
PUR	1514								5,806				
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PUR	1514									5,806			
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PUR	1514										5,806		
PUR	LOC										194		
PUR	1514											5,806	
PUR	LOC											194	
PUR	1514												5,806
PUR	LOC												194
		8,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2019-2022		26,000		Total FY2023-2026		24,000		Total FY2027-2030		24,000	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 Debt Service

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

- Payments on converted Indexed Rate Revenue Refunding Bonds, Series 2007. These bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements.

- Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017. Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2010 Bonds.

- Payments on Capital Grant Receipts Bonds, Series FY 2011/2017. These bonds support the procurement of 120 new railcars (Silverliner V's) and the rehabilitation of the Wayne Junction Intermodal Facility.

- Payments on the Employment Based Immigration- 5th Preference (EB-5) program loan. These funds are being used for the Electric Locomotive Procurement, Frazer Shop & Yard Improvements, Elwyn to Wawa Service Restoration, City Hall Station, and substation rehabilitation projects.

- Payments on Capital Financing. SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Year 2019 through 2021. The financing may take the form of additional borrowings under the EB-5 Loan Program, Grant Anticipation Notes (GANs), or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program and the actual amount of borrowing is subject to change.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
DS	5337	13,256											
DS	PTAF 44	32,089											
DS	1514	8,646											
DS	LOC	1,393											
DS	5337		15,853										
DS	PTAF 44		24,480										
DS	1514		9,642										
DS	LOC		1,165										
DS	5307			27,600									
DS	5337			20,344									
DS	PTAF 44			24,393									
DS	1514			17,406									
DS	LOC			1,420									
DS	5337				12,372								
DS	5307				15,600								
DS	PTAF 44				12,058								
DS	1514				12,574								
DS	LOC				834								
DS	5307					15,600							
DS	5337					12,376							

Final Version

SEPTAPage 364

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
OP	5307	36,200											
OP	LOC	9,050											
OP	5307		36,200										
OP	LOC		9,050										
OP	5307			36,200									
OP	LOC			9,050									
OP	5307				36,200								
OP	LOC				9,050								
OP	5337					13,707							
OP	5307					22,493							
OP	LOC					9,050							
OP	5307						23,771						
OP	5337						12,429						
OP	LOC						9,050						
OP	5337							10,738					
OP	5307							25,462					
OP	LOC							9,050					
OP	5337								12,511				
OP	5307								23,689				
OP	LOC								9,050				
OP	5337									16,857			
OP	5307									19,344			
OP	LOC									9,050			
OP	5337										17,108		
OP	5307										19,092		
OP	LOC										9,050		
OP	5307											22,310	
OP	5337											13,889	
OP	LOC											9,050	
OP	5307												16,746
OP	5337												19,454
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,251	45,250	45,249	45,250
		Total FY2019-2022		181,000		Total FY2023-2026		181,000		Total FY2027-2030		181,000	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 **City Hall / 15th Street Stations**

LIMITS City Hall / 15th Street Station in Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:M8

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A, 14A

This project will rehabilitate City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line. The improvements to be completed include the installation of new elevators and ramps to all levels of both stations, wider ramped corridors connecting the stations, and accessible fare line gates. The station interiors will be updated with new architectural finishes, signs, Art-in-Transit, seating and other amenities, lighting, public address systems, and closed-circuit TV. Structural repairs and upgrades will be completed to improve mechanical and natural ventilation, and prevent / intercept water infiltration and inflow. The City Hall / 15th Street Stations project has been divided into the following phases: Dilworth Park Phase (complete), 15th Street Station Phase (in construction), Inter-Station Connections, and City Hall Station Structural Work Phase (underpinnings), and the City Hall Station Phase.

The total project cost is \$146.47 million. Funding is programmed as follows: Prior year funds in the amount of \$56.49 million and \$89.98 million in FY 2019-2024.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	3,171											
ERC	OTH	6,660											
ERC	LOC	106											
ERC	OTH		8,000										
ERC	1514			1,275									
ERC	OTH			5,332									
ERC	LOC			42									
ERC	1514				8,980								
ERC	LOC				299								
ERC	1514					23,924							
ERC	LOC					797							
ERC	1514						30,385						
ERC	LOC						1,013						
		9,937	8,000	6,649	9,279	24,721	31,398	0	0	0	0	0	0
		Total FY2019-2022		33,865		Total FY2023-2026		56,119		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 *Parking Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation and expansion of SEPTA's parking facilities.

Currently programmed projects include:

- 69th Street Transportation Center Parking Garage - \$31.01 million (Prior Years - FY 2023)
- Fern Rock Transportation Center Complex - \$77.5 million (FY 2024 - FY 2030)
- Gwynedd Valley Station Parking - \$2.54 million (Prior Years - FY 2019)
- Ivy Ridge Parking - \$35 million (FY 2024 - FY 2030)
- Noble Station Parking Garage and Storage Track - \$53 million (Prior Years - FY 2019 & FY 2022 - 2025)
- Philmont Station Parking - \$25 million (FY 2024 - FY 2030)

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	1,525											
ERC	LOC	51											
ERC	1514		3,910										
ERC	LOC		130										
ERC	1514			4,244									
ERC	LOC			141									
ERC	1514				6,436								
ERC	LOC				214								
ERC	1514					9,359							
ERC	LOC					312							
ERC	1514						9,591						
ERC	LOC						320						
ERC	1514							9,774					
ERC	LOC							326					
ERC	1514								10,278				
ERC	LOC								342				
ERC	1514									22,571			
ERC	LOC									752			
ERC	1514										24,052		
ERC	LOC										802		
ERC	1514											27,246	
ERC	LOC											908	
ERC	1514												25,261
ERC	LOC												842
		1,576	4,040	4,385	6,650	9,671	9,911	10,100	10,620	23,323	24,854	28,154	26,103
		Total FY2019-2022		16,651		Total FY2023-2026		40,302		Total FY2027-2030		102,434	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the engineering and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line at the approximate location of the existing station.

Phase 1 will make the existing station ADA accessible. This phase includes construction of a pedestrian overpass with a total of three elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas will be reconfigured and pedestrian linkages, such as sidewalks and crosswalks, will be provided throughout the station area. SEPTA, Amtrak, and PennDOT are all contributing to the cost of Phase 1 construction, which has a total budget of \$48.69 million. SEPTA is programming \$35.01 million for Phase 1 to reflect SEPTA and PennDOT's share.

Phase 2 includes an intermodal station complex complete with an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities and a 600-plus space commuter parking garage. The total budget for Phase 2 is \$51.2 million, which is programmed in FY 2024-2027. Advancement of the Darby Road Bridge improvements is a necessary requirement for Phase 2 construction.

Complementing this project is MPMS #47979 North Valley Road over Amtrak, which will replace the North Valley Road (SR 1005) over Amtrak / SEPTA (BMS# 15-1005-080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	6,552											
ERC	LOC	218											
ERC	1514												
ERC	LOC												
ERC	1514												
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ERC	1514				</								

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 Vehicle Overhaul Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock. Vehicles are scheduled for overhauls during their service lives based on vehicle type. A vehicle must receive periodic overhauls if it is to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle preventive maintenance allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis. The Vehicle Overhaul Program will allow SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	5307	26,376											
CAP	5337	32,000											
CAP	1514	16,662											
CAP	LOC	555											
CAP	5307		19,546										
CAP	5337		41,456										
CAP	1514		21,550										
CAP	LOC		718										
CAP	5337			24,000									
CAP	5307			37,800									
CAP	1514			18,366									
CAP	LOC			612									
CAP	5307				38,600								
CAP	5337				24,000								
CAP	1514				18,575								
CAP	LOC				619								
CAP	5307					33,310							
CAP	5337					30,087							
CAP	1514					19,310							
CAP	LOC					644							
CAP	5337						16,061						
CAP	5307						48,139						
CAP	1514						18,994						
CAP	LOC						633						
CAP	5337							18,552					
CAP	5307							46,448					
CAP	1514							16,900					
CAP	LOC							563					
CAP	5307								48,221				
CAP	5337								17,579				
CAP	1514								16,873				
CAP	LOC								562				
CAP	5337									14,034			
CAP	5307									52,566			
CAP	1514									16,839			
CAP	LOC									561			

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	5337									14,581			
CAP	5307									52,818			
CAP	1514									17,032			
CAP	LOC									569			
CAP	5337									18,600			
CAP	5307									49,600			
CAP	1514									17,226			
CAP	LOC									574			
CAP	5307											55,164	
CAP	5337											13,836	
CAP	1514											17,419	
CAP	LOC											581	
		75,593	83,270	80,778	81,794	83,351	83,827	82,463	83,235	84,000	85,000	86,000	87,000
		Total FY2019-2022		321,435		Total FY2023-2026		332,876		Total FY2027-2030		342,000	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations, known as Customized Community Transportation (CCT). The vehicles acquired will replace existing vehicles that have exceeded their useful life. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	5307	5,600											
PUR	1514	1,355											
PUR	LOC	45											
PUR	5307		5,600										
PUR	1514		1,355										
PUR	LOC		45										
PUR	5307			5,600									
PUR	1514			1,355									
PUR	LOC			45									
PUR	5307				5,600								
PUR	1514				1,355								
PUR	LOC				45								
PUR	5307					5,600							
PUR	1514					1,355							
PUR	LOC					45							
PUR	5307						5,600						
PUR	1514						1,355						
PUR	LOC						45						
PUR	5307							5,600					
PUR	1514							1,355					
PUR	LOC							45					
PUR	5307								5,600				
PUR	1514								1,355				
PUR	LOC								45				
PUR	5307									5,600			
PUR	1514									1,355			
PUR	LOC									45			
PUR	5307										5,600		
PUR	1514										1,355		
PUR	LOC										45		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												5,600
PUR	1514												1,355
PUR	LOC												45
Total FY2019-2022		7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000
Total FY2023-2026						7,000	7,000	7,000	7,000				
Total FY2027-2030										7,000	7,000	7,000	7,000
Total FY2019-2022					28,000								
Total FY2023-2026						28,000							
Total FY2027-2030										28,000			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 SEPTA Key (Fare Collection System/New Payment Technologies)

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The SEPTA Key (New Payment Technologies) Project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. New Fare Kiosks located in stations and other terminal locations will improve customer convenience for fare instrument purchases. Key Cards will also be widely available in retail establishments throughout the SEPTA service area and will be reloadable: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center.

SEPTA Key is unique because it will include all of SEPTA's service modes. In addition to bus, rail transit, and regional rail fare collection improvements, this project will include improvements to the payment and collection procedures for SEPTA's Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will support the enhanced system-wide fare collection system.

SEPTA introduced the SEPTA Key Early Adopters Program in June 2016 which deployed City Transit (Bus, Trolley, Trackless Trolley and High Speed Lines) but limited the products available for purchase to TransPasses, Convenience Passes, Travel Wallet and Quick Trips. Full deployment of the remaining City Transit related products is projected to be completed in 2018. Deployment of Regional Rail and CCT Connect Paratransit Services is scheduled to be underway in 2018.

Companion projects supporting the SEPTA Key project include: bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; electrical support for new fare lines at five downtown Railroad stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station, and University City); Broad Street Line, Market-Frankford Line and Trolley station fare line improvements; zone offices to monitor fare lines and assist passengers; control modifications for elevators; Railroad station waiting room security; provision of power to Railroad Parking Payment Stations; and 30th Street Railroad Station ticket office/vendor relocations. These SEPTA Key companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements. Much of this work is complete or nearing completion.

The SEPTA Board approved a loan agreement with the Philadelphia Industrial Development Corporation (PIDC), Limited Partnership (LP) XXVIII, to partially finance this project. The total project cost includes the loan repayment, interest, and companion project costs. Project status updates are available online at <http://www.septa.org/key/>.

The total project cost is \$297.77 million. Funding is programmed as follows: Prior year funds in the amount of \$199.81 million and \$97.96 million in FY 2019-2020.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	5337	38,519											
CAP	5307	12,408											
CAP	1514	18,667											
CAP	LOC	622											
CAP	5337		22,192										
CAP	1514		5,369										
CAP	LOC		179										
		70,216	27,740	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		97,956		Total FY2023-2026				0		Total FY2027-2030	
												0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60636 Elwyn to Wawa Rail Restoration

LIMITS Elwyn to Wawa, Delaware County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Middletown Township

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

No Let Date

MRPID:p

AQ Code:2025M

IPD: 16

CMP Subcorridor(s): 5B

This project will provide restoration of rail service from the existing Media/Elwyn Regional Rail Line terminus at Elwyn, Delaware County, to a new terminus in Wawa, Delaware County along the existing line referred to as the West Chester Branch. The scope of work for this project consists of track bed reconstruction including crossties, continuous welded rail and track interlockings; catenary system rehabilitation; a bi-directional signal system with automated train controls and positive train control; communications system improvements; and the replacement and rehabilitation of bridges and culverts.

The new terminus at Wawa will include a station building with a passenger waiting area and restroom facilities; a high-level island platform with canopy and windscreens; a pedestrian underpass with accessible ramps and stairways; and a 600+ car parking deck. The new facility will be fully ADA compliant. The project also includes the construction of a new traffic intersection and access road connecting U.S. Route 1 to the station. Finally, a railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$177.86 million. Funding is programmed as follows: Prior year funds in the amount of \$26.81 million and \$151.05 million in FY 2019-2022.

TIP Program Years (\$ 000)														
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	
ERC	1514	13,297												
ERC	OTH	21,460												
ERC	LOC	443												
ERC	OTH		47,590											
ERC	1514			35,306										
ERC	LOC			1,177										
ERC	1514				30,748									
ERC	LOC				1,025									
		35,200	47,590	36,483	31,773	0	0	0	0	0	0	0	0	
		Total FY2019-2022		151,046		Total FY2023-2026				0		Total FY2027-2030		0

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the replacement and addition of rail cars, locomotives, and trolleys. It will replace vehicles and equipment that have exceeded their useful life, and provide for fleet expansion to meet present and projected increases in ridership. Planned procurements include:

Electric Locomotives - \$154.5 million (Contract Award Complete; Delivery FY 2019)

The acquisition of new electric locomotives will allow SEPTA to retire its current, life-expired locomotives and accommodate the planned acquisition of new multi-level push-pull railcars to address growing ridership. The locomotives will come equipped with SEPTA's Positive Train Control system and regenerative braking. This capability enables energy from the train's motion when slowing down to be fed back to the power system for use by other trains. The locomotives are expected to be delivered in calendar year 2018.

Multi-Level Regional Rail Cars and Coaches - \$174.30 million (Contract Award Complete; Delivery FY 2020 - FY 2021)

This project provides for the acquisition of 45 new multi-level push-pull passenger railcars with an option for an additional 10 push-pull railcars. These cars are required to accommodate growing ridership and increased service capacity needs on SEPTA's Regional Rail system, and are additions to SEPTA's current fleet of 45 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice announcement and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems. The railcars are expected to be delivered in calendar years 2020 and 2021.

Trolley Acquisition and Infrastructure - \$1.1 billion (FY 2024 - Future Years)

This project provides for the modernization of SEPTA's Trolley service through the acquisition of new articulated trolleys, and associated planning and infrastructure improvements to accommodate these new vehicles. The goals of the program are: 1) a system in full compliance with the Americans with Disabilities Act (ADA); 2) a safe and improved customer experience; 3) controlled vehicle acquisition costs by providing a faster, higher capacity service; and 4) reduced operating costs through fleet right-sizing based on faster, higher capacity service. The new trolleys will operate on City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. The trolleys will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, subway station and in-street stop upgrades, track and bridge improvements, fare payment and trolley maintenance.

Regional Rail Cars, Silverliner VI - \$1.1 billion (FY 2024 - Future Years)

This project will provide for the purchase of new railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV railcars were built between 1974 and 1976, and by the time of replacement, the cars will be well past their expected useful life. These new railcars will fully comply with the evolving federal and state regulations regarding safety features and systems, and will be fully compliant with the Americans with Disabilities Act (ADA) requirements.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	1514	2,419											
PUR	OTH	67,590											
PUR	LOC	81											
PUR	1514		3,629										
PUR	LOC		121										
PUR	OTH		7,560										
PUR	5337			34,278									
PUR	1514			8,692									
PUR	LOC			290									
PUR	5307				12,322								
PUR	5337				41,353								
PUR	1514				47,770								
PUR	LOC				1,592								
PUR	5337					20,640							

Final Version

SEPTA

PUR	1514					4,994							
PUR	LOC					166							
PUR	5337						35,013						
PUR	1514						62,218						
PUR	LOC						2,073						
PUR	5337							33,262					
PUR	1514							59,744					
PUR	LOC							1,991					
PUR	5337								31,488				
PUR	1514								61,463				
PUR	LOC								2,048				
PUR	5337									29,700			
PUR	1514									66,286			
PUR	LOC									2,209			
PUR	5337										27,892		
PUR	1514										61,315		
PUR	LOC										2,043		
PUR	5337											38,435	
PUR	1514											63,704	
PUR	LOC											2,123	
PUR	5337												36,584
PUR	1514												71,101
PUR	LOC												2,369
		70,090	11,310	43,260	103,037	25,800	99,304	94,997	94,999	98,195	91,250	104,262	110,054
		Total FY2019-2022		227,697		Total FY2023-2026		315,100		Total FY2027-2030		403,761	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's rail service traction power supply system. Critical components of the power system have far exceeded their useful life and are in need of repair. Program work includes replacing transformers, trolley breakers, feeder switches, substation switchgears, protective relaying, and catenary.

Currently programmed substation and power projects include:

Allen Lane Substation - \$15 million (FY 2024 - FY 2030)

Brill Substation Overhaul - \$12.8 million (FY 2024 - FY 2030)

Lansdale, Chestnut Hill East, 18th/12th/Portal, Hatboro Construction - \$25.24 million (FY 2019 - FY 2022)

Neshaminy, Bethayres, Yardley Construction - \$24.58 million (Prior Years - FY 2021)

Market, Ellen, Ranstead Construction - \$18.68 million (FY 2019 - FY 2021)

Park, Broad, Loudon, Castor Construction - \$19.95 million (FY 2020 - FY 2023)

Substation Design and Equipment Purchase - \$28.23 million (Prior Years - FY 2022)

Transit Substation Overhaul Program - \$45 million (FY 2024 - FY 2030)

Wayne Junction Static Frequency Converters #1-4 - \$60 million (Prior Years - FY 2023)

Woodbourne Construction - \$23.49 million (FY 2020 - FY 2023)

Power Program:

30th Street West Catenary Replacement - \$77 million (Prior Years - FY 2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	9,706											
ERC	LOC	324											
ERC	OTH	20,560											
ERC	1514		10,842										
ERC	OTH		34,936										
ERC	LOC		362										
ERC	1514			46,573									
ERC	LOC			1,552									
ERC	1514				38,828								
ERC	LOC				1,294								
ERC	1514					53,003							
ERC	LOC					1,766							
ERC	1514						23,952						
ERC	LOC						798						
ERC	1514							15,436					
ERC	LOC							514					
ERC	1514								6,774				
ERC	LOC								226				
ERC	1514									5,806			
ERC	LOC									194			
ERC	1514										5,807		
ERC	LOC										194		
ERC	1514											10,645	
ERC	LOC											355	
ERC	1514												11,419
ERC	LOC												381

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

30,590	46,140	48,125	40,122	54,769	24,750	15,950	7,000	6,000	6,001	11,000	11,800
Total FY2019-2022		164,977		Total FY2023-2026		102,469		Total FY2027-2030		34,801	

MPMS# 60655 Levittown Station

LIMITS Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 15

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A, 5I, 12A

Improvements to Levittown Station on the Trenton Regional Rail Line will make the station fully ADA accessible. Work includes installation of new full length high-level platforms with canopies; replacement of the station building; parking improvements and expansion; stormwater management; new signage, lighting, and passenger amenities. In addition, a new pedestrian overpass complete with elevators will be constructed to replace the old tunnel. Bus loops will be constructed and bus shelters installed to promote intermodal access, improve traffic flow and enhance safety for motorists and pedestrians through the station and parking areas.

The total project cost is \$36.01 million. Funding is programmed as follows: Prior year funds in the amount of \$26.42 million and \$9.59 million in FY 2019 and FY 2020.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	7,277											
ERC	LOC	243											
ERC	1514		2,003										
ERC	LOC		67										
ERC	1514												
ERC	LOC												
		7,520	2,070	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		9,590		Total FY2023-2026		0		Total FY2027-2030		0	

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SEPTA

No Let Date

NHPP:

FC:

AQ Code:2035M

IPD: 17

CMP Subcorridor(s): 7B

Phase 2 includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. The total budget for Phase 2 is \$26.05 million. SEPTA is programming \$10 million towards Phase 2 construction in FY 2028 and FY 2029. Phase 2 will be advanced upon identification of funding partners and alternate funding sources.

[illegible]

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Currently programmed projects include:

Railroad Stations

- Bicycle Transit Access Program - \$2.5 million (Ongoing)
- Chestnut Hill East ADA Improvements - \$11.17 million (FY 2021 - FY 2023)
- Devon Station - \$20 million (FY 2024 - FY 2030)
- East Falls Station - \$19.5 million (FY 2021 - FY 2025)
- Hatboro Station - \$7.15 million (FY 2024 - FY 2030)
- Jenkintown-Wyncote Station High Level Platforms - \$25.32 million (Prior Years - FY 2023)
- Malvern Station High Level Platforms - \$15.26 million (FY 2021 - FY 2025)
- Marcus Hook Station - \$22.5 million (FY 2024 - FY 2030)
- Roslyn Station - \$6.5 million (FY 2024 - FY 2030)
- Secane Station - \$24.20 million (Prior Years - FY 2019 & FY 2024 - FY 2030)
- Swarthmore Station Roof and Canopy - \$1.81 million (Prior Years - FY 2019)
- Willow Grove Station - \$20.89 million (Prior Years - FY 2022)
- Wyndmoor Station - \$19.5 million (FY 2024 - FY 2030)
- Wynnewood Station - \$19.5 million (FY 2024 - FY 2030)

Transit Stations

- 5th Street Station - \$19.45 million (Prior Years - FY 2020)
- 11th Street Station - \$9.5 million (FY 2019 - FY 2022)
- 30th Street Station Improvements - \$28.55 million (Prior Years - FY 2021)
- Arrott Transportation Center (Margaret-Orthodox Station) - \$39.86 million (Prior Years - FY 2019)
- Center City Concourses Improvements - \$59.65 million (Prior Years - FY 2020 & FY 2024 - FY 2030)
- Erie Station on the Broad Street Line - \$9 million (FY 2021 - FY 2024)
- Fairmount Station - \$18 million (FY 2024 - FY 2030)
- Hunting Park Station - \$5.5 million (FY 2024 - FY 2030)
- South Philadelphia Broad Street Line Station - \$9.80 million (FY 2024 - FY 2030)
- Stadium Station on the Norristown High Speed Line - \$3.00 million (FY 2019)
- Susquehanna-Dauphin Station on the Broad Street Line - \$14.94 million (Prior Years - FY 2020)
- Tasker-Morris Station - \$9.8 million - (Prior Years - FY 2021)
- Villanova Station on the Norristown High Speed Line - \$4 million (FY 2022 - FY 2023)
- Wyoming Station on the Broad Street Line - \$5 million (FY 2024 - FY 2030)

Bus and Trolley Loop Program

- Bethlehem Pike - \$1.75 million (FY 2021 - FY 2023)
- Ridge and Summit - \$1.75 million (FY 2023 - FY 2025)
- Rising Sun and Olney - \$1.75 million (FY 2024 - FY 2030)
- Wissahickon Transportation Center - \$14.22 million (Prior Years - FY 2020)
- Westmoreland - \$1.75 million (FY 2019 - FY 2021)
- Wycombe - \$2.00 million (FY 2024 - FY 2030)

The Conshohocken Station & Parking project is also part of this program. In support of PennDOT's I-76 Integrated Corridor Management (ICM), SEPTA is constructing a new fully ADA accessible station and station access improvements at Conshohocken Station on the Manayunk/Norristown Regional Rail Line. This station will receive new full length high-level platforms; new passenger shelters; accessible pathways, sidewalks and handrails/guardrails; bike facilities; additional roadway access to the station; new signage and lighting; stormwater management systems and landscaping. The total cost of the project is \$15 million. Funding is programmed as follows: prior years through FY 2020.

Additionally, SEPTA is currently evaluating opportunities for the construction of a parking garage at Conshohocken Station and anticipates receiving \$2 million of FHWA CMAQ Flex funding in FY 2019 to support the design effort and \$8 million of FHWA CMAQ Flex funding in FY 2023 to support construction. These funds are programmed in MPMS #111005. State funds programmed in MPMS #77183 in FY 2019 and

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SEPTA

FY 2023 will be applied as a state match for the flex funds programmed in MPMS #111005.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	39,488											
ERC	LOC	1,316											
ERC	1514		61,545										
ERC	LOC		2,051										
ERC	1514			31,725									
ERC	LOC			1,057									
ERC	5339				3,189								
ERC	1514				25,145								
ERC	LOC				838								
ERC	1514					45,506							
ERC	LOC					1,516							
ERC	1514						5,486						
ERC	LOC						183						
ERC	1514							20,445					
ERC	LOC							681					
ERC	1514								24,172				
ERC	LOC								806				
ERC	1514									22,361			
ERC	LOC									745			
ERC	1514										38,749		
ERC	LOC										1,291		
ERC	1514											40,046	
ERC	LOC											1,335	
ERC	1514												49,501
ERC	LOC												1,650
		40,804	63,596	32,782	29,172	47,022	5,669	21,126	24,978	23,106	40,040	41,381	51,151
		Total FY2019-2022		166,354		Total FY2023-2026		98,795		Total FY2027-2030		155,678	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration of SEPTA's transit and railroad infrastructure to a state of good repair.

Projects to be advanced include:

- Track and Right-of-Way: Renewal or replacement of track, switches, and special work including yard and shop areas; track surfacing; retaining walls; culverts; and grade crossing improvements.

- Station Facilities: Rehabilitation of station buildings and associated facilities including roofs and canopies; ticket offices and waiting rooms; platforms; lighting; sanitary facilities; escalators; elevators; parking; and accessibility improvements.

- Communications & Signal Systems: Rehabilitation of signal systems and select communications equipment.

- Power Systems: Rehabilitation of electric traction and power systems and associated components including catenary and support structures; feeders and transmission lines; and localized and centralized control facilities.

- Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, sprinkler systems, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	45,000											
ERC	LOC	1,500											
ERC	1514		45,968										
ERC	LOC		1,532										
ERC	1514			45,973									
ERC	LOC			1,532									
ERC	1514				46,936								
ERC	LOC				1,564								
ERC	1514					47,904							
ERC	LOC					1,596							
ERC	1514						48,871						
ERC	LOC						1,629						
ERC	1514							49,839					
ERC	LOC							1,661					
ERC	1514								50,807				
ERC	LOC								1,693				
ERC	1514									51,775			
ERC	LOC									1,725			
ERC	1514										52,742		
ERC	LOC										1,758		
ERC	1514											53,710	
ERC	LOC											1,790	
ERC	1514												54,678
ERC	LOC												1,822
		46,500	47,500	47,505	48,500	49,500	50,500	51,500	52,500	53,500	54,500	55,500	56,500
		Total FY2019-2022		190,005		Total FY2023-2026		204,000		Total FY2027-2030		220,000	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for heavy use routes to 30-foot buses for suburban circulator and contracted service routes. The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six years and 4) Introduction of new technology to the fleet.

In February 2017, SEPTA issued a Notice to Proceed to Proterra for 25 battery electric buses and related equipment. These buses will be deployed on SEPTA Bus Routes 29 and 79 in South Philadelphia. Buses are scheduled for delivery in 2018. The total cost of this procurement is \$29.75 million (Prior Years - FY 2019).

In June 2016, SEPTA issued a Notice to Proceed to New Flyer Industries for the manufacture of 525 40-foot low-floor hybrid buses. These buses will be delivered over a five-year period, which began in 2017. The total cost of this procurement is \$467.96 million (Prior Years - FY 2021).

This program also provides funding for future bus procurements in FY 2023 through FY 2030.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State Bond funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PUR	5307	25,046											
PUR	5339	7,506											
PUR	1514	32,342											
PUR	OTH	19,995											
PUR	LOC	1,078											
PUR	5307		46,976										
PUR	5339		7,705										
PUR	1514		23,314										
PUR	OTH		16,915										
PUR	LOC		777										
PUR	5339			7,705									
PUR	5307			1,122									
PUR	1514			6,269									
PUR	LOC			209									
PUR	OTH			74,672									
PUR	5339				4,516								
PUR	1514				5,226								
PUR	LOC				174								
PUR	5307					17,613							
PUR	5339					7,705							
PUR	1514					10,258							
PUR	LOC					342							
PUR	5307						15,212						
PUR	5339						7,705						
PUR	1514						9,678						
PUR	LOC						323						
PUR	5339							7,705					
PUR	5307								15,212				

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SEPTA

PUR	1514						9,678						
PUR	LOC						323						
PUR	5339							7,705					
PUR	5307							15,212					
PUR	1514							9,678					
PUR	LOC							323					
PUR	5339								7,705				
PUR	5307								15,212				
PUR	1514								9,678				
PUR	LOC								323				
PUR	5339									7,705			
PUR	5307									15,212			
PUR	1514									9,678			
PUR	LOC									323			
PUR	5307										15,212		
PUR	5339										7,705		
PUR	1514										9,678		
PUR	LOC										323		
PUR	5339											7,705	
PUR	5307											15,212	
PUR	1514											9,678	
PUR	LOC											323	
		85,967	95,687	89,977	9,916	35,918	32,918	32,918	32,918	32,918	32,918	32,918	
		Total FY2019-2022		281,547		Total FY2023-2026		134,672		Total FY2027-2030		131,672	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS Exton Station in Chester County

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

The Exton Station Improvement project will modernize the station located on the Paoli/Thorndale Regional Rail Line. This project will be advanced in phases.

Phase 1 encompasses the construction of high-level platforms with canopies and wind screens, stormwater management improvements, and a new station building. The station facilities will be fully ADA compliant. New lighting, signage, security features, and passenger amenities will also be provided. The total budget for Phase 1 is \$24.42 million. SEPTA will use prior year funds and funds programmed in FY 2019 to advance Phase 1.

Phase 2 comprises the construction of bus circulation loops with bus shelters. The planned bus circulator loops will promote intermodal access to the station. Phase 3 includes the development and construction of a fully accessible, multi-level parking expansion. The Phase 2 and 3 budget is \$39.5 million. SEPTA will use funds programmed in FY 2024 through FY 2027 to advance Phase 2 and 3.

The total project cost is \$63.92 million. Funding is programmed as follows: Prior year funds in the amount of \$15.06 million, \$9.53 million in FY 2019 and \$39.33 million FY 2024-2027.

		TIP Program Years (\$ 000)											
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ERC	1514	9,223											
ERC	LOC	307											
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
ERC	1514						1,452						
ERC	LOC						48						
ERC	1514							14,516					
ERC	LOC							484					
ERC	1514								14,516				
ERC	LOC								484				
ERC	1514									7,583			
ERC	LOC									253			
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
ERC	1514												
ERC	LOC												
		9,530	0	0	0	0	1,500	15,000	15,000	7,836	0	0	0
		Total FY2019-2022		9,530		Total FY2023-2026		31,500		Total FY2027-2030		7,836	

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 Bridge Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges and associated bridge support structures.

Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - \$30 million (FY 2024 - FY 2030)
 - Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive
- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - \$35 million (FY 2024 - FY 2030)
 - Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue
- Critical Bridge Program (System wide) - \$45 million (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$58 million (Prior Years - FY 2019; FY 2024 - FY 2030)
 - Mile Post 0.49 over 21st Street; Mile Post 0.58 over 22nd Street; Mile Post 0.61, 0.64, & 0.68 over 22nd / 23rd Street; Mile Post 0.72 over CSX Tracks; Mile Post 0.76 over the Schuylkill River
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$15.5 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35 million (FY 2021 - FY 2024)
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10 million (Prior Years - FY 2020)
 - Doylestown Line Mile Post 4.87 over Neshaminy Creek near Sunset Avenue Chalfont, PA
 - Lansdale Line Mile Post 18.91 near Penllyn Pike Blue Bell, PA
 - Media/Elwyn Line Mile Post 12.68 near Possum Hollow Road Wallingford, PA
 - West Trenton Line Mile Post 13.70 near Meadowbrook Station Jenkintown, PA
 - West Trenton Line Mile Post 15.95 near Kirk Drive Huntingdon Valley, PA
 - West Trenton Line Mile Post 18.52 near County Line Road Philadelphia, PA
 - West Trenton Line Mile Post 22.65 near Parkland Avenue Parkland, PA

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	5,076											
ERC	LOC	169											
ERC	1514		5,381										
ERC	LOC		179										
ERC	1514			7,020									
ERC	LOC			234									
ERC	1514				10,723								
ERC	LOC				357								
ERC	5307					8,906							
ERC	1514					12,604							
ERC	LOC					420							
ERC	1514						29,468						
ERC	LOC						982						
ERC	1514							20,613					
ERC	LOC							687					
ERC	1514								24,688				
ERC	LOC								823				
ERC	1514									22,568			
ERC	LOC									752			
ERC	1514										24,958		
ERC	LOC										832		

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	1514											26,310	
ERC	LOC											877	
ERC	1514												18,370
ERC	LOC												612
		5,245	5,560	7,254	11,080	21,930	30,450	21,300	25,511	23,320	25,790	27,187	18,982
		Total FY2019-2022		29,139		Total FY2023-2026		99,191		Total FY2027-2030		95,279	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 Track Improvement Program

LIMITS System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AY

AQ Code:M9

IPD:

This program will provide for improvements to SEPTA's track and right-of-way. Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program will renew and replace street track and special work, continuous welded rail (CWR), ties, and timbers.

Currently programmed projects include:

- Doylestown & Warminster Tie Renewal & Surfacing - \$7.89 million (FY 2019 - FY 2020)
- Market-Frankford Line Bridge Street Yard Program - \$3 million (FY 2022 - FY 2023)
- Norristown High Speed Line Interlockings - \$7.10 million (FY 2019 - FY 2021)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$26 million (Prior Years - FY 2023)
- Norristown Station Regional Rail 3rd Track - \$34.5 million (FY 2024 - FY 2030)
- Route 101/102 Yard Tracks Program - \$5.69 million (FY 2024 - FY 2030)
- Street Track Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$27.25 million (FY 2024 - FY 2030)
- Track and ROW Rail Service Improvements - \$19.25 million (Ongoing)
- Trolley Tunnel Track Renewal - \$1.5 million (Prior Years - FY 2019)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	1514	7,355											
CAP	LOC	245											
CAP	1514		11,358										
CAP	LOC		378										
CAP	1514			11,666									
CAP	LOC			389									
CAP	1514				6,778								
CAP	LOC				226								
CAP	1514					7,103							
CAP	LOC					237							
CAP	1514						2,419						
CAP	LOC						81						
CAP	1514							3,008					
CAP	LOC							100					
CAP	1514								5,032				
CAP	LOC								168				
CAP	1514									7,926			
CAP	LOC									264			
CAP	1514										7,742		
CAP	LOC										258		
CAP	1514											8,226	
CAP	LOC											274	
CAP	1514												8,226
CAP	LOC												274
		7,600	11,736	12,055	7,004	7,340	2,500	3,108	5,200	8,190	8,000	8,500	8,500
		Total FY2019-2022		38,395		Total FY2023-2026		18,148		Total FY2027-2030		33,190	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 Roof Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75 million (FY 2024 - FY 2030)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.1 million (Prior Years - FY 2019)
- Broad Substation Roof Replacement - \$2 million (Prior Years - FY 2019)
- Comly Roof Replacement - \$7.5 million (Prior years - FY 2020)
- Courtland Shop Roof Replacement - \$8.8 million (Prior years - FY 2020)
- Frankford Depot Roof Replacement - \$8.8 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Maintenance, Stations, & Substations Roof Program - \$21 million (FY 2024 - FY 2030)
- Midvale Roof Replacement - \$30.03 million (FY 2019 - FY 2023)
- Overbrook Maintenance Facility Roof Replacement - \$7.55 million (Prior Years - FY 2019)
- Sansom Substation Roof Replacement - \$2 million (FY 2024 - FY 2030)
- Southern Garage Roof Replacement - \$7.7 million (FY 2019 - FY 2020; FY 2024 - FY 2030)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	13,371											
ERC	LOC	446											
ERC	1514		15,768										
ERC	LOC		525										
ERC	1514			6,291									
ERC	LOC			209									
ERC	1514				1,562								
ERC	LOC				52								
ERC	1514					2,652							
ERC	LOC					88							
ERC	1514						4,500						
ERC	LOC						150						
ERC	1514							4,644					
ERC	LOC							156					
ERC	1514								6,485				
ERC	LOC								215				
ERC	1514									12,116			
ERC	LOC									404			
ERC	1514										15,456		
ERC	LOC										515		
ERC	1514											8,070	
ERC	LOC											269	
ERC	1514												3,097
ERC	LOC												103
		13,817	16,293	6,500	1,614	2,740	4,650	4,800	6,700	12,520	15,971	8,339	3,200
		Total FY2019-2022		38,224		Total FY2023-2026		18,890		Total FY2027-2030		40,030	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102569 Maintenance & Transportation Facilities

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project provides for improvements at SEPTA's bus and rail maintenance shops, facilities maintenance shops, and office buildings. Program elements include replacement of vehicle washer, lift, and boiler systems; wheel truing program; bus and steel wheel lift programs; underground storage tank replacement program; shop & yard upgrades; and paving improvements.

Currently programmed projects include:

- 103 Victory Avenue Facility Improvements - \$19.81 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Boiler Replacement Program - \$4.68 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Bus Lift Program - \$6 million (FY 2024 - FY 2030)
- Environmental Cleanup - \$5.64 million (Prior Years - FY 2030)
- Frankford Transportation Building - \$17.6 million (Prior Years - FY 2019)
- Frontier Garage Roof, Washer, and Paving - \$14.67 million (Prior Years - FY 2019)
- Garage/Shop Overhead & Fire Doors - \$7.5 million (FY 2024 - FY 2030)
- On-Site Power for Major Facilities - \$6 million (FY 2024 - FY 2030)
- Powelton Yard Facility Improvements - \$3.92 million (Prior Years - FY 2021)
- Southern Garage Stormwater Management and Pavement - \$5.88 million (Prior Years - FY 2019)
- Steel Wheel Lift Program - \$8.11 million (Prior Years - FY 2019 & FY 2024 - FY 2030)
- Tasker-Morris Stormwater - \$8 million (FY 2023 - FY 2025)
- Underground Storage Tank Replacement Program - \$10.93 million (Prior Years - FY 2020; FY 2024 - FY 2030)
- Vehicle Washer Program - \$14 million (FY 2024 - FY 2030)
- Wheel Truing Program - \$8.40 million (Prior Years - FY 2019; FY 2024 - FY 2030)
- Wyoming Complex Storm Water Retrofits - \$2.92 million (FY 2019 - FY 2021)

The Frazer Rail Shop and Yard Upgrade project and the Wayne Junction Shop Improvements project are also included in this program.

The Frazer Rail Shop project will upgrade the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including new multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof and mechanical equipment will be replaced. The budget for this project is \$139 million. Funding is programmed as follows: prior fiscal years through FY 2022.

The Wayne Junction Shop Improvements project will also help accommodate the expansion of SEPTA's railcar and locomotive fleets. This project will be advanced in phases, and will ultimately expand the existing shop by approximately 117,000 square feet. The first phase includes the addition of a 3-car capacity blowdown building, along with a remote storage building. The second phase will begin in the outer years of the project and will expand the existing facility. The total cost of the project is \$150 million. Funding is programmed as follows: prior fiscal years through FY 2020 and FY 2024 through FY 2030.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	OTH	33,730											
ERC	1514		21,155										
ERC	OTH		10,000										
ERC	LOC		705										
ERC	1514			20,172									
ERC	LOC			672									
ERC	1514				24,213								
ERC	LOC				807								
ERC	1514					23,024							
ERC	LOC					767							
ERC	1514						23,323						
ERC	LOC						777						

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SEPTA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102571 Communications, Signals, & Technology Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, and information technology infrastructure. Projects will upgrade hardware and software, replace equipment that has reached or exceeded its useful life, and bring systems to a state of good repair.

Currently programmed projects include:

- 30th to Phil Catenary, Signals and ROW Improvements - \$45.9 million (Prior Years - FY 2020)
- Broad Street Subway Ridge Spur Signals - \$8.66 million (Prior Years - FY 2020)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$32.5 million (Prior Years - FY 2023)
- Information Technology Program - \$60 million (Prior Years - Future Years)
- Interlocking Improvement Program - \$75 million (Prior Years - FY 2030)
- Media/Elwyn ATC Upgrade - \$4 million (Prior Years - FY 2019)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73 million (Prior Years - FY 2022)
- Route 101/102 Positive Train Control - \$76.40 million (Prior Years - FY 2020)
- Scheduling System Enhancements - \$9.8 million (Prior Years - FY 2021)
- Video Systems Refreshment Program - \$6.46 million (Prior Years - FY 2022)

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CAP	1514	40,659											
CAP	LOC	1,355											
CAP	1514		49,058										
CAP	LOC		1,635										
CAP	1514			35,636									
CAP	LOC			1,188									
CAP	1514				26,803								
CAP	LOC				893								
CAP	1514					26,379							
CAP	LOC					879							
CAP	1514						12,339						
CAP	LOC						411						
CAP	1514							12,339					
CAP	LOC							411					
CAP	1514								12,339				
CAP	LOC								411				
CAP	1514									12,339			
CAP	LOC									411			
CAP	1514										12,339		
CAP	LOC										411		
CAP	1514											12,339	
CAP	LOC											411	
CAP	1514												12,339
CAP	LOC												411
		42,014	50,693	36,824	27,696	27,258	12,750	12,750	12,750	12,750	12,750	12,750	12,750
		Total FY2019-2022		157,227		Total FY2023-2026		65,508		Total FY2027-2030		51,000	

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M6

PLAN CENTER:

IPD: 20

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety is a key objective of SEPTA's Strategic Business Plan. All projects are grounded in a safety-first methodology. This program addresses SEPTA's goal to provide passengers with safe, reliable, and efficient transportation. The program includes projects that will improve station, tunnel, and facility ventilation systems, interoperable communications, bus operations, and security infrastructure.

Currently programmed projects include:

- Bus Operator Shields - \$6.26 million (FY 2019 - FY 2020)
- Bus Turn Alerting System - \$4.85 million (Prior Years - FY 2019)
- Elmwood Safety and Security Improvements - \$.40 million (Prior years - FY 2019)
- Escalator/Elevator Improvement Program - \$25.43 million (FY 2019 - FY 2030)
- Fern Rock Transportation Center Safety Improvements - \$19.52 million (FY 2019 - FY 2022)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59 million (Prior Years - FY 2020)
- Midvale Facility & Security Enhancements - \$26.7 million (Prior Years - FY 2029)
- Pump Rooms - \$10 million (FY 2024 - FY 2030)
- Radio Interoperability - \$24.89 million (Prior Years - FY 2019)
- Safety & Security Infrastructure Hardening Program - \$3 million (Ongoing)
- Station Ventilation Improvements at Suburban and AT&T Stations - \$20 million (Prior Years - FY 2030)
- Wayne Junction Yard Security Improvements - \$2.5 million (Prior Years - FY 2021)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ERC	1514	17,982											
ERC	LOC	599											
ERC	1514		18,730										
ERC	LOC		624										
ERC	1514			12,610									
ERC	LOC			420									
ERC	1514				10,016								
ERC	LOC				334								
ERC	1514					10,652							
ERC	LOC					355							
ERC	1514						8,855						
ERC	LOC						295						
ERC	1514							11,204					
ERC	LOC							373					
ERC	1514								10,161				
ERC	LOC								339				
ERC	1514									8,419			
ERC	LOC									281			
ERC	1514										6,290		
ERC	LOC										210		
ERC	1514											5,816	
ERC	LOC											194	
ERC	1514												4,684
ERC	LOC												156
		18,581	19,354	13,030	10,350	11,007	9,150	11,577	10,500	8,700	6,500	6,010	4,840
		Total FY2019-2022		61,315		Total FY2023-2026		42,234		Total FY2027-2030		26,050	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Total For SEPTA	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$776,786	\$738,136	\$693,303	\$613,285	\$2,821,510	\$2,453,147	\$2,453,110

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INTERSTATE MANAGEMENT PROGRAM
FOR THE FY2019 TIP FOR DVRPC
SUBREGION

I-95 RECONSTRUCTION PROJECT ROADMAP

The I-95 Corridor, a major facility built in the 1960s, is home to many regional destinations. These destinations include employment centers like Center City Philadelphia, major transportation/port facilities such as the Philadelphia International Airport and several port terminals, and sports, recreational and entertainment venues. The corridor also provides access to portions of New Jersey and Delaware via connections with other interstates and state routes.

More than \$2.7 billion will provide for PennDOT's long-term, multi-phase initiative to rebuild and improve Interstate 95 in Pennsylvania. Over the next decade, PennDOT will focus on reconstructing an eight mile stretch of Interstate 95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are reflected in more than 40 separate MPMS#'s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the Regional Highway Program of the DVRPC TIP. Construction is currently active at the Cottman/Princeton Interchange (CPR), at the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and at the Girard Avenue Interchange (GIR). Two other sections, at the Bridge Street Interchange (BSR) and from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC) are in varying stages of design as engineers work out the details of rebuilding the interchanges and the connecting segments of I-95. Table 34, on the next page, shows a breakdown of the individual projects and programming amounts in the Draft FY2019 STIP.

In addition, PennDOT has a number of other projects that are smaller in scope but significant nonetheless presently in design or under construction on I-95 in Philadelphia, Bucks County and Delaware County (Sectors B and C). There is more work still yet to be added to the region's long range transportation improvement program that will methodically rebuild the entire interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded depending on the particular construction section. For example, a major enhancement along the corridor will cap over I-95 near Penn's Landing and will re-connect Center City with the Delaware River Waterfront.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the 51 miles of I-95 in Pennsylvania, 23% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. *Sector A* projects pose particular design, construction and traffic management challenges given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line and the Delaware River waterfront.

Table 42: I-95 FY2019 STIP Funding

	Sections	Subsections	MPMS #	Limits	Amount of Funds Programmed in the FY2019 STIP for PA ('000)			
					First FY (2019-2022)	Second FY (2023-2026)	Third FY (2027-2030)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave. (Design)	These projects have been let for construction and do not have funds programmed in the FY2019 STIP.			
		CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Longshore to Bleigh Aves.				
		CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$ 2,700			\$ 2,700
		CP3	80014	I-95, Utility Relocation and Surface Sts	\$ 34,496	\$ 10,000		\$ 34,496
	Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	\$ 20,000	\$ 15,300		\$ 35,300
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	\$ 73,730	\$ 22,000		\$ 95,730
		BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	\$ 11,670	\$ 60,000	\$ 120,000	\$ 191,670
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass				
		BS4	103562	I-95 Betsy Ros Ramps/Adams Avenue Connector	\$ 5,814			\$ 5,814
		BS5	103563	I-95 Bridge Street Ramps	\$ 50,184	\$ 45,242		\$ 95,426
		BR1	47812	I-95: Betsy Ross Interchange (Design)	\$ 24,000	\$ 21,000		\$ 45,000
	Bridge Street to Betsy Ross Bridge (BRI)	BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$ 3,000			\$ 3,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Crossing)	\$ 63,983	\$ 38,626		\$ 102,609
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.	\$ 3,890	\$ 90,293	\$ 120,000	\$ 214,183
		BR4	103559	I-95 Betsy Roos Mainline SB			\$ 217,800	\$ 217,800
		BR5	103560	I-95 Betsy Ross Conrail Bridges	\$ 22,614	\$ 16,000		\$ 38,614
		BR6	103561	I-95 Betsy Ross Interchange Drainage		\$ 8,358		\$ 8,358
		AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (AFC) (Design)	\$ 21,400	\$ 15,000		\$ 36,400
		AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ 15,000			\$ 15,000
	Betsy Ross Bridge to Girard Avenue (AFC)	AF2	79912	I-95: Allegheny Ave. Interchange	\$ 21,954	\$ 19,225		\$ 41,179
		AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek	\$ 4,300	\$ 38,081	\$ 115,000	\$ 157,381
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane			\$ 62,099	\$ 62,099
		GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	\$ 22,000	\$ 16,000	\$ 6,000	\$ 44,000
	Girard Avenue Interchange (GIR)	GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	This project has been let for construction and does not have funds programmed in the FY2019 STIP.			
		GR1	79686	I-95: Columbia Ave. to Ann St.				
		GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	This project has been let for construction and does not have funds programmed in the FY2019STIP.			
		GR3	79826	I-95N: Columbia Ave. to Ann St. (N)				
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ 129,503	\$ 120,000	\$ 8,000	\$ 257,503
		GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$ 76,377	\$ 68,901	\$ 145,278
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.	\$ 20,442	\$ 90,000	\$ 40,000	\$ 150,442
		GR7	103554	I-95 Corridor ITS/ATMS	\$ 1,000			\$ 1,000
		GR8	103555	I-95 Corridor ITS	\$ 25,150	\$ 11,827		\$ 36,977
		GR9	103556	I-95 ATMS (GR9)			\$ 51,000	\$ 51,000
	Other I-95 Projects	95/322 - Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	\$ 3,500	\$ 7,500	\$ 137,392	\$ 137,392
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	\$ 2,613			\$ 2,613
			46959	I-95 Design Review Manager	\$ 8,000			\$ 8,000
			92289	I-95 Consultant Management	\$ 8,000			\$ 8,000
			98207	I-95 Congestion Management	\$ 49,100			\$ 49,100
		CSXT - Sector C	104343	US 322 over CSX	\$ 22,003	\$ 9,378		\$ 31,381
			105796	Philadelphia Pump Station Upgrades	This project has been let for construction and does not have funds programmed in the FY2019 STIP.			
		CAP	106264	I-95 Central Access Philadelphia/Waterfront Access				
			106708	I-95 Planning Assistance	\$ 400			\$ 400
			106654	I-95 Transportation Demand Management (TMA)	\$ 450			\$ 450
		Total Amount of Funds Programmed in FY2019 STIP for PA for I-95 Reconstruction in Philadelphia ('000):						

Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.

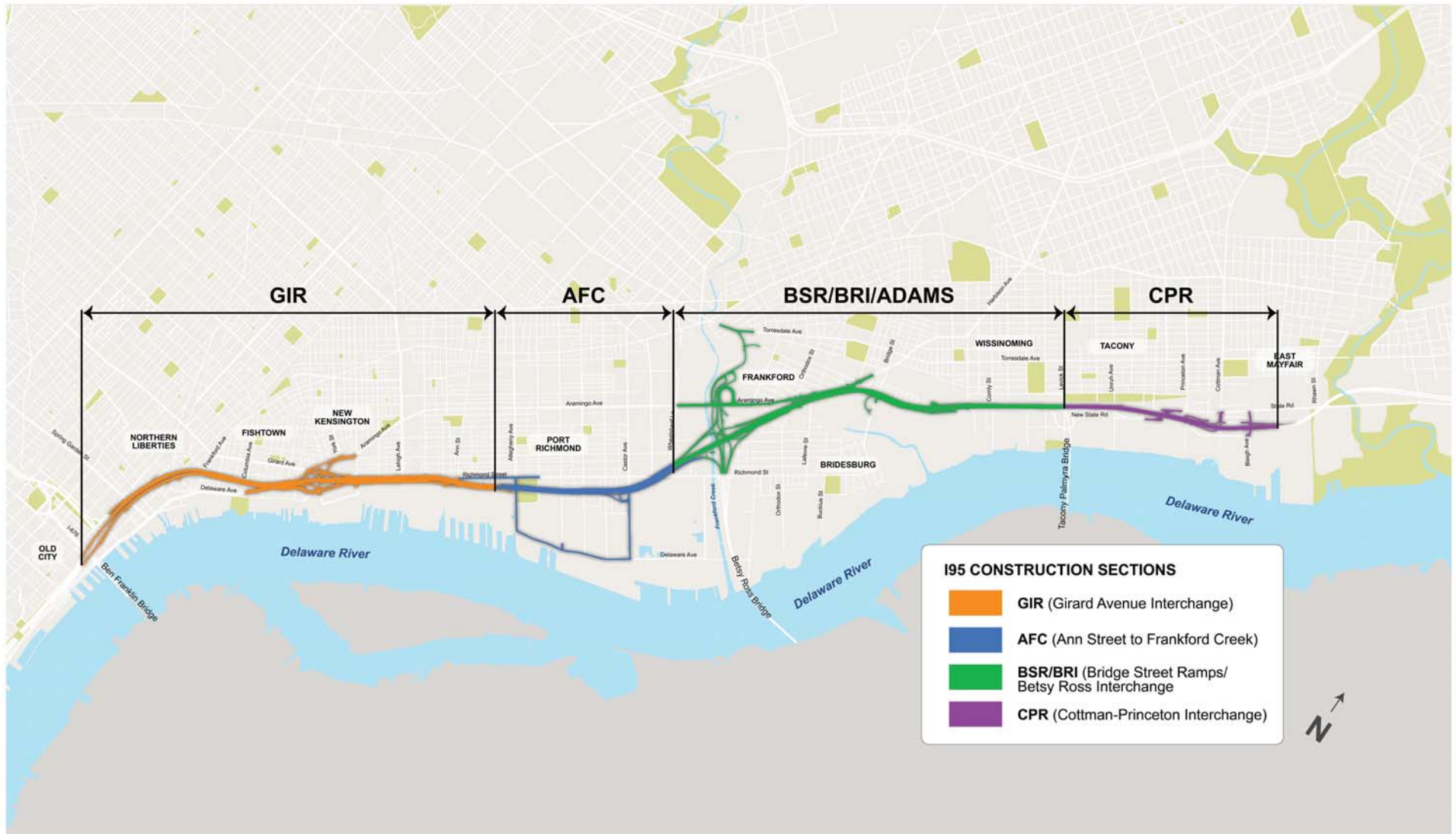
Teal shading denotes project in the DVRPC Regional Highway Program has been let, and funds for the construction phase have been obligated/encumbered.

Red shading denotes project is currently programmed in the Statewide Interstate Management Program (IMP) in the DVRPC region.

Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.

Yellow shading denotes a future MPMS # that has not yet been programmed in the DVRPC Regional Highway Program or the Statewide IMP.

Source: DVRPC 2018



I95 SECTOR A
Map Of Construction Sections

Figure 8: I-95 SECTOR A MAP



Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township

MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Off Ramp. The US 322 bridge over CSXT, has been broken out to a separate MPMS#104343, and will be funded under the DVRPC TIP. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange. A point of access study will be prepared which will include an evaluation of providing two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between Highland Avenue and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane and an additional auxiliary lane. Local roadway improvements are also anticipated for Township Line Road. This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improvement upon existing ITS equipment along the I-95 corridor and approaching highways.

This project is integral to the Delaware Valley Freight Corridors Initiative.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581-IM	500											
PE	581-IM		1,000										
PE	581-IM			1,000									
PE	581-IM				1,000								
PE	581-IM					500							
FD	581-IM					1,000							
FD	581-IM						1,000						
FD	581-IM							1,000					
FD	581-IM								1,000				
FD	581-IM									1,000			
ROW	581-IM						1,000						
ROW	581-IM							1,000					
ROW	581-IM								1,000				
UTL	581-IM								1,000				
UTL	581-IM									1,000			
CON	TOLL												
CON	NHPP-IM									134,392			
		500	1,000	1,000	1,000	1,500	1,000	2,000	3,000	137,392	0	0	0
Total FY2019-2022		3,500				Total FY2023-2026				Total FY2027-2030			
		3,500				7,500				137,392			

DVRPC FY 2019-2022 TIP for PA

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Pennsylvania - Interstate Management Program

Delaware

MPMS# 104821 I-476 Travel Management

New

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/V. Genua

CMP: Major SOV Capacity

MP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present; 2) Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	SPK-STP	2,500											
FD	SPK-STP	5,500											
ROW	SPK-STP			250									
UTL	SPK-STP			300									
CON	TOLL												
CON	SPK-STP					5,000							
CON	TOLL												
CON	SPK-STP					15,000							
CON	TOLL												
CON	SPK-STP							19,000					
CON	TOLL												
CON	SPK-STP								15,000				
		8,000	0	550	0	5,000	15,000	19,000	15,000	0	0	0	0
Total FY2019-2022				8,550		Total FY2023-2026		54,000		Total FY2027-2030			0

Total For Delaware	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$8,500	\$1,000	\$1,550	\$1,000	\$12,050	\$61,500	\$137,392

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Lower Merion Township; West Conshohocken Borough; Upper Merion Township

MRPID:132

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Major SOV Capacity

corridor(s): 1A, 2B, 3B, 3C, 8C, 9B

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

- Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
- Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I - 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).
- Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
- Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
- Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
- Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	SPK-NHPP		1,000										
FD	TOLL												
FD	SPK-NHPP			3,500									
FD	TOLL												
FD	TOLL												
FD	SPK-NHPP				3,485								
ROW	TOLL												
ROW	SPK-NHPP			6,240									
ROW	TOLL												
ROW	SPK-NHPP				4,000								
UTL	SPK-NHPP			4,240									
UTL	TOLL												
UTL	TOLL												
UTL	SPK-NHPP				1,750								
CON	SPK-NHPP				12,000								
CON	TOLL												
CON	SPK-NHPP					30,000							
CON	TOLL												
CON	TOLL												
CON	SPK-NHPP						35,000						
CON	SPK-NHPP							26,025					
CON	TOLL												

Final Version

Montgomery

CON SPK-NHPP									16,000				
CON TOLL													
	0	1,000	13,980	21,235	30,000	35,000	26,025	16,000	0	0	0	0	
	Total FY2019-2022		36,215		Total FY2023-2026		107,025		Total FY2027-2030		0		

Total For Montgomery	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
	\$0	\$1,000	\$13,980	\$21,235	\$36,215	\$107,025	\$0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 Bridge Street Design (Section BSR)(IMP) SR:0095

LIMITS: Orthodox Street to Levick Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatsheaf La. to the south to the Amtrak bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to construct a portion of the Adams Ave. Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave. Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR0095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB to SR 0095 SB.

As part of this project, Delaware Ave. will be extended approximately 1.3 miles from Buckius Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the Delaware Ave. Extension. A SR 0095 SB off-ramp will provide direct access to Tacony St. and the Delaware Ave. Extension. A new on-ramp from Tacony St. and the Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. To the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to the existing bicycle lanes on Orthodox St. and Margaret St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail. The project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine St. and Cottman Ave. that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP-IM	4,500											
FD	581-IM	500											
FD	NHPP-IM		4,500										

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FD	581-IM	500											
FD	NHPP-IM		4,500										
FD	581-IM		500										
FD	NHPP-IM			4,500									
FD	581-IM			500									
FD	NHPP-IM				4,500								
FD	581-IM				500								
FD	NHPP-IM					4,500							
FD	581-IM					500							
FD	NHPP-IM						4,770						
FD	581-IM						530						
		5,000	5,000	5,000	5,000	5,000	5,000	5,300	0	0	0	0	0
		Total FY2019-2022		20,000		Total FY2023-2026		15,300		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatsheaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	NHPP-IM	4,800											
FD	581-IM	1,200											
FD	NHPP-IM		4,800										
FD	581-IM		1,200										
FD	NHPP-IM			4,800									
FD	581-IM			1,200									
FD	NHPP-IM				4,800								
FD	581-IM				1,200								
FD	NHPP-IM					4,800							
FD	581-IM					1,200							

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FD	NHPP-IM						4,800						
FD	581-IM						1,200						
FD	NHPP-IM							4,800					
FD	581-IM							1,200					
FD	NHPP-IM								2,400				
FD	581-IM								600				
		6,000	6,000	6,000	6,000	6,000	6,000	6,000	3,000	0	0	0	0
		Total FY2019-2022		24,000		Total FY2023-2026		21,000		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wheetshaeaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wheetshaeaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the AFC Design Parent.

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 12 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.3 miles. The Preferred Build Option for Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge.

Complete reconstruction and widening of the existing pavement. Reconstruction or replacement of all existing bridges. Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Rehabilitate existing structure from Westmoreland Street to Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47813, 79911, and 79912.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581-IM	2,950											
FD	185-IM	2,050											
FD	185-IM		2,050										
FD	581-IM		2,950										
FD	581-IM			2,950									
FD	185-IM			2,050									
FD	581-IM				2,950								
FD	185-IM				2,050								

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Philadelphia

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Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)

LIMITS: Levick Street to Bleigh Avenue

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2020M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction section of Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

This project provides for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47394, 79683, and 79685.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP-IM	2,430											
CON	581-IM	270											
		2,700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		2,700		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 I-95 Northbound: Columbia-Ann St N (GR3)

LIMITS: Columbia Ave. to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Delaware Ave. will be reconstructed between Columbia Ave. and Aramingo Ave. and the temporary detour road will be constructed along Conrail's Port Richmond Yard and an associated retaining wall. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP-IM	5,000											
		5,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,000		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 I-95 Southbound: Columbia-Ann St N (GR4)

LIMITS: Columbia to north of Ann Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11; 14

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP). This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12'-0" lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10'-0") will be replaced with full width shoulders (varies up to 12'-0"). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls and sound barrier walls. Aramingo Ave. will be reconstructed between Delaware Ave. and Cumberland St. Additionally, a shared-use path will be constructed under the viaduct between Girard Avenue Interchange and Lehigh Avenue with connections to bike lanes on Richmond Street, Aramingo Avenue, and Lehigh Avenue. A shared-use path will be constructed along Aramingo Avenue from Delaware Avenue to York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM*	4,500											
UTL	581-IM*	500											
UTL	NHPP-IM*		4,053										
UTL	581-IM*		450										
CON	TOLL												
CON	NHPP-IM*	30,000											
CON	NHPP-IM*		30,000										
CON	TOLL												
CON	NHPP-IM*			30,000									
CON	TOLL												
CON	TOLL												
CON	NHPP-IM*				30,000								
CON	NHPP-IM*					30,000							
CON	TOLL												
CON	TOLL												
CON	NHPP-IM*						30,000						

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia											
CON	NHPP-IM*							30,000			
CON	TOLL										
CON	TOLL										
CON	NHPP-IM*							30,000			
CON	TOLL										
CON	NHPP-IM*								8,000		
		35,000	34,503	30,000	30,000	30,000	30,000	30,000	8,000	0	0
		Total FY2019-2022		129,503		Total FY2023-2026		120,000	Total FY2027-2030		8,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95 Northbound: Race - Shackamaxon (GR5)

LIMITS: Race Street to Shackamaxon Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, rehabilitation, and widening of I-95 northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2.7 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM*					1,800							
ROW	581-IM*					200							
ROW	NHPP-IM*						1,510						
ROW	581-IM*						168						
UTL	NHPP-IM					3,600							
UTL	581-IM					400							
UTL	NHPP-IM						3,600						
UTL	581-IM						400						
UTL	NHPP-IM							3,240					
UTL	581-IM							360					
CON	TOLL												
CON	NFP							61,099					
CON	TOLL												
CON	NHPP-IM									68,901			
		0	0	0	0	6,000	5,678	64,699	0	68,901	0	0	0
		Total FY2019-2022				0	Total FY2023-2026		76,377	Total FY2027-2030		68,901	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

LIMITS: Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI Betsy Ross Interchange (MPMS #47812).

The project includes the required ramp construction to complete and/or improve the interchange connections from the local street system (Aramingo Ave) to I-95 and the Betsy Ross Bridge. This involves building the following ramp structures: Ramps C, D, EE, F, I (new), I (widened), and JJ. The associated approaches to these structures will be fully reconstructed, with exception of approaches of D, F, and JJ west of Aramingo Avenue. Temporary connections will be constructed for Ramps D and F to the existing ramp system. Ramp JJ will open after completion of the BS4 project (MPMS #103562). In addition, major utility relocations including the PWD culvert, PECO, and PGW are required. The PWD Culvert relocation is required in advance of the mainline construction and construction of the new ramps within this construction package. The PECO and PGW relocations are associated with Thompson Street Bridge Removal. This contract also includes approach pavements (Ramp EE and Ramp F) supported by column supported embankment and compensating fill. A new traffic signal will be constructed at Richmond Street and the Betsy Ross Bridge westbound off ramp intersection and a traffic signal upgrade will be constructed at Richmond Street and Lefevre Street intersection. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, and 79905.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP-IM	3,000											
		3,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		3,000		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 **I-95: Betsy Ross Section Ramps A&B (BR2)**

LIMITS: Wheatshaf Lane to Orthodox St. Crossing

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 project includes construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM	1,260											
UTL	581-IM	140											
UTL	NHPP-IM		1,336										
UTL	581-IM		148										
CON	TOLL												
CON	NFP			61,099									
CON	TOLL												
CON	NHPP-IM					19,000							
CON	TOLL												
CON	NHPP-IM						19,626						
		1,400	1,484	61,099	0	19,000	19,626	0	0	0	0	0	0
		Total FY2019-2022		63,983		Total FY2023-2026		38,626		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 I-95: Betsy Ross Mainline Northbound (BR3)

LIMITS: Wheatshaf Lane to I-95 north of Margaret St.

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the northbound mainline construction from Wheatshaf Lane to SR 0095 north of Margaret St. This contract will also remove the multi-lane northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. A fourth through lane on I-95 northbound will be added to replace the removed collector/distributor road. This includes the demolition and/or replacement of numerous structures including I-95 northbound over Frankford Creek and construction of a northbound I-95 viaduct over Orthodox, Pearce and Margaret Street. As a result of the collector/distributor ramp removal, Ramp GH will be reconstructed. Ramp G and Ramp H structures will also be replaced. A significant portion of the northbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing noisewall in this section will be replaced. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM	1,881											
ROW	581-IM	209											
ROW	NHPP-IM		900										
ROW	581-IM		100										
UTL	581-IM			400									
UTL	581-IM				400								
UTL	581-IM					293							
CON	TOLL												
CON	NHPP-IM						30,000						
CON	TOLL												
CON	NHPP-IM							30,000					
CON	TOLL												
CON	NHPP-IM								30,000				
CON	TOLL												
CON	NHPP-IM									120,000			

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Philadelphia

	2,090	1,000	400	400	293	30,000	30,000	30,000	120,000	0	0	0
Total FY2019-2022			3,890		Total FY2023-2026		90,293		Total FY2027-2030		120,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 I-95: Kennedy to Levick (Section BS1) (IMP)

LIMITS: Kennedy Street to Levick Street, and the southbound I-95 off-ramp at the Bridge Street interchange

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:S10

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BSR (MPMS #47811).

The BS1 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the I-95 reconstruction from Carver Street to Levick Street, including work to:

- Reconstruct northbound and southbound I-95 (four lanes in each direction) from Carver Street to Levick Street;
- Replace the bridges that carry I-95 over Comly Street, and Van Kirk Street;
- Mill and overlay Tacony Street from Carver Street to Levick Street; and
- Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway; and

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	581-IM	1,000											
ROW	581-IM		1,000										
UTL	NHPP-IM	2,700											
UTL	581-IM	300											
UTL	NHPP-IM		1,935										
UTL	581-IM		215										
CON	TOLL												
CON	NHPP-IM		22,580										
CON	TOLL												
CON	NHPP-IM			22,000									
CON	TOLL												
CON	NHPP-IM				22,000								
CON	TOLL												
CON	NHPP-IM					22,000							
		4,000	25,730	22,000	22,000	22,000	0	0	0	0	0	0	0
Total FY2019-2022				73,730		Total FY2023-2026	22,000			Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 I-95: Margaret to Kennedy (Section BS2) (IMP)

LIMITS: Margaret to Kennedy

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street. This section includes the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street. This project includes work to: (1) reconstruct northbound and southbound I-95 (widened from three to four lanes in each direction) from just north of Margaret Street to Carver Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; (2) replacement of the I-95 mainline bridges over Fraley Street and Carver Street/Delaware Avenue Extension; (3) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (4) construction of a new southbound I-95 off-ramp and a new northbound I-95 on-ramp at the Tacony Street/Carver Street/Delaware Avenue Extension intersection; (5) reconstruct Tacony Street from Buckius Street to Carver Street/Delaware Avenue Extension; (6) construct a new traffic signal at Tacony Street and Carver Street/Delaware Avenue Extension; (7) modify the traffic signals at Bridge and Tacony Streets, Tacony and Fraley Streets, Bridge and James Streets, and Richmond and Lafevre Streets; (8) reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and (9) construct stormwater outfall(s) to Old Frankford Creek. For an overall description of SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM		2,700										
ROW	581-IM		300										
ROW	NHPP-IM			2,074									
ROW	581-IM			230									
UTL	NHPP-IM		3,029										
UTL	581-IM		337										
UTL	NHPP-IM			2,700									
UTL	581-IM			300									
CON	TOLL												
CON	NHPP-IM							30,000					
CON	TOLL												
CON	NHPP-IM								30,000				
CON	TOLL												
CON	NHPP-IM									120,000			

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

	0	6,366	5,304	0	0	0	30,000	30,000	120,000	0	0	0
Total FY2019-2022			11,670		Total FY2023-2026		60,000		Total FY2027-2030		120,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)

LIMITS: Philadelphia County

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM	3,240											
ROW	581-IM	360											
ROW	NHPP-IM		3,240										
ROW	581-IM		360										
ROW	NHPP-IM			3,298									
ROW	581-IM			366									
UTL	NHPP-IM	927											
UTL	581-IM	103											
UTL	NHPP-IM		927										
UTL	581-IM		103										
UTL	NHPP-IM			927									
UTL	581-IM			103									
CON	TOLL												
CON	NHPP-IM				8,000								
CON	TOLL												
CON	NHPP-IM					8,000							
CON	NHPP-IM						8,000						
CON	TOLL												
CON	TOLL												
CON	NHPP-IM							3,225					

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Pennsylvania - Interstate Management Program

Philadelphia

	4,630	4,630	4,694	8,000	8,000	8,000	3,225	0	0	0	0	0
Total FY2019-2022			21,954		Total FY2023-2026		19,225		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 80014 I-95, Utility Relocation & Surface Sts (CP3)

New

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B, 5G, 5H

This project is a component of the Statewide Interstate Management Program (IMP) and is the final construction section for Section CPR, the Cottman-Princeton Interchange project (MPMS #47394 is the design parent).

This project is for the construction of a new southbound I-95 on-ramp at Cottman Avenue (Ramp F) and an associated retaining wall. The work also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line sanitary sewer. Preliminary construction work for the implementation of Active Traffic Management (ATM) on the CPR section of I-95. Street trees and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community and the I-95 Design Consistency Guidelines.

Section CP3 provides additional opportunity for trail connections to the riverfront K&T and Tacony-Holmesburg Trails; enhancements to the bicycle network particularly on Princeton Avenue; and improvement of fire hydrant accessibility to I-95. Section CP3 will also provide the opportunity to review local traffic patterns that have developed since the implementation to two-way traffic on Princeton and Cottman Avenues (Section CP1) and the opening of the MaST Community Charter School, to determine possible operational adjustments to the local street network.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80014, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 102304 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47394, 79683, 79685 and 80014.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	581-IM	1,030											
FD	581-IM		1,030										
CON	TOLL												
CON	NHPP-IM		12,436										
CON	TOLL												
CON	NHPP-IM			10,000									
CON	TOLL												
CON	NHPP-IM				10,000								
CON	TOLL												
CON	NHPP-IM					10,000							
		1,030	13,466	10,000	10,000	10,000	0	0	0	0	0	0	0
		Total FY2019-2022		34,496		Total FY2023-2026		10,000		Total FY2027-2030		0	

DVRPC FY 2019-2022 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 92289 I-95 Consultant Mgmt

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Various

IMPROVEMENT: Other

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

Contract to hire a consultant to provide engineering and design assistance to PennDOT to advance necessary projects for I-95 in Bucks, Delaware and Philadelphia Counties.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	NHPP-IM	1,800											
PE	581-IM	200											
PE	NHPP-IM		1,800										
PE	581-IM		200										
PE	NHPP-IM			1,800									
PE	581-IM			200									
PE	NHPP-IM				1,800								
PE	581-IM				200								
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0
		Total FY2019-2022		8,000		Total FY2023-2026				0		Total FY2027-2030	
													0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 98207 I-95 Congestion Management

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:nrs

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties, via a series of investments to enhance the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Mainline work will expand on sections CP2 and GR2, to GR3, and GR4 to include the BSR/BRI and AFC sections in the near future. Actual effects of I-95 construction phasing is being monitored, and ridership is currently at capacity for the parallel regional rail. Enhancement of the capacity of SEPTA regional rail would be effective in relieving congestion construction zones. Improvements may include purchase of additional rolling stock; improvements for additional parking at regional rail stations; and yard, interlocking and storage improvements. Efforts may begin with the purchase of available rolling stock.

An investment of more than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design: BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 102304 (Section GR6 Construction), 102305 (Section GR7 construction), 102309 (I95 Corridor Drainage).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRA	NHPP-IM		16,100										
PRA	NHPP-IM			16,500									
PRA	NHPP-IM				16,500								
		0	16,100	16,500	16,500	0	0	0	0	0	0	0	0
		Total FY2019-2022		49,100		Total FY2023-2026		0		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103553 I-95 Southbound: Race to Shackamaxon (GR6)

LIMITS: I-95 Race St to Shackamaxon South

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). The project provides for the reconstruction, rehabilitation and widening of I-95 southbound between Race Street and Shackamaxon Street and the reconstruction of a portion of the Vine Street interchange ramp connection with I-95. Included in the project are structure rehabilitation, deck replacement, demolition and replacement of nine bridges.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM*		2,700										
ROW	581-IM*		300										
ROW	NHPP-IM*			2,700									
ROW	581-IM*			300									
ROW	NHPP-IM*				3,450								
ROW	581-IM*				383								
UTL	NHPP-IM		3,600										
UTL	581-IM		400										
UTL	NHPP-IM			3,600									
UTL	581-IM			400									
UTL	NHPP-IM				2,348								
UTL	581-IM				261								
CON	TOLL												
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NHPP-IM							30,000					
CON	NHPP-IM								30,000				
CON	TOLL												
CON	TOLL												
CON	NHPP-IM									40,000			
		0	7,000	7,000	6,442	0	30,000	30,000	30,000	40,000	0	0	0
Total FY2019-2022				20,442		Total FY2023-2026		90,000		Total FY2027-2030		40,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103554 I-95 Corridor ITS/ATMS (GR7)

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:NRS

PLAN CENTER:

IPD: 23

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Not SOV Capacity Adding

This project is a component of the Statewide Interstate Management Program (IMP) and provides for I-95 Corridor ITS/ATMS through the City of Philadelphia. Automated Traffic Management Systems (ATMS) are bringing benefits to both private vehicles and public transport systems, exploiting the ability of IP-based networks to reach key devices in the field such as video cameras, stop lights, and emerging road or rail side beacons for transmitting information. This enables private automobiles to avoid congestion or accidents, reducing risk of accident, as well as speeding up journeys and improving traffic flow. In the case of buses, speeds can be adjusted to maintain schedules and avoid bunching, while trains can be informed of dangers up the line.

Road networks are the main focus of ATMS, starting in urban and sub-urban areas, extending to long distance highways and eventually covering all major routes. There is the potential for integrating ATMS with other systems, such as satellite navigation and weather forecasting, in planning journeys and then adjusting routes in real time as events unfold.

Once it has been deployed, an ATMS network can be used to hook up a range of additional IP monitoring devices, such as dynamic message signs, roadside information transmitters, traffic counters, and automatic incident detection equipment.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 20 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP-IM	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022			1,000	Total FY2023-2026			0	Total FY2027-2030			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103555 I-95 Corridor ITS (GR8)

New

LIMITS: I-95 Corridor in the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2035M

PLAN CENTER: Suburban Center

IPD: 30

PROJECT MANAGER: EE/E. Elbich

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G, 5H

Traffic signal interconnection and implementation of ITS devices along the US-1/Roosevelt Boulevard from 9th Street to Woodhaven Road in Philadelphia. ITS devices are used to control the flow of traffic and may include but are not limited to tag readers, CCTV cameras, dynamic/variable message signs (DMS/VMS), and variable speed limit system, which will be installed along the US-1/Roosevelt Boulevard and the roadway section that leads to the I-95 Corridor. Gaps in fiber connectivity will be addressed as necessary.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
UTL	NHPP-IM	2,700											
UTL	581-IM	300											
UTL	NHPP-IM		1,935										
UTL	581-IM		215										
CON	TOLL												
CON	NHPP-IM			10,000									
CON	TOLL												
CON	NHPP-IM				10,000								
CON	TOLL												
CON	NHPP-IM					10,000							
CON	TOLL												
CON	NHPP-IM						1,827						
		3,000	2,150	10,000	10,000	10,000	1,827	0	0	0	0	0	0
Total FY2019-2022				25,150		Total FY2023-2026	11,827			Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia**MPMS# 103556 I-95 ATMS (GR9)****New-B****LIMITS:** I-95 Corridor

No Let Date

MUNICIPALITIES: Philadelphia City**IMPROVEMENT:** Signal/ITS Improvements**FC:**

AQ Code:S7

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/E. Elbich**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in DVRPC region. More than \$2 billion will provide the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both direction by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion management, and drainage projects) in over 20 separate MPMS 3s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, and 102309. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years (\$ 000)															
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>		
UTL	581-IM									1,000					
CON	TOLL														
CON	NHPP-IM									50,000					
		0	0	0	0	0	0	0	0	51,000	0	0	0		
		Total FY2019-2022				0	Total FY2023-2026				0	Total FY2027-2030			51,000

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103557 I-95 Northbound: Ann Street to Wheetshaeaf Lane (AF3)

LIMITS: I-95 Allegheny Ave. South of Frankford Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheetshaeaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, removal of the NB off-ramp at Westmoreland Street, and construction of a new NB off-ramp at Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

*Westmoreland Viaduct (I-95 NB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Widen and Reconstruct existing NB Structure from Westmoreland Street to Tioga Street.

*I-95 NB over Venango Street - Total Replacement

*I-95 NB over Castor Avenue - Total Replacement

*I-95 NB over Richmond Street - Total Replacement

*I-95 NB over Wheetshaeaf Lane - Total Replacement

*Betsy Ross Ramp A Viaduct (NB) - Total Replacement

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. Existing I-95 has 4 lanes northbound. The proposed I-95 will have four lanes and an auxiliary lane northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911.

This project is integral to the Delaware Valley Freight Corridors Initiative.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM				3,150								
ROW	581-IM				350								
ROW	NHPP-IM					3,150							
ROW	581-IM					350							
ROW	NHPP-IM						2,817						
ROW	581-IM						313						
UTL	NHPP-IM				720								
UTL	581-IM				80								
UTL	NHPP-IM					720							
UTL	581-IM					80							
UTL	NHPP-IM						586						
UTL	581-IM						65						
CON	NHPP-IM								30,000				

Final Version

Philadelphia

CON TOLL													
CON NHPP-IM										115,000			
CON TOLL													
	0	0	0	4,300	4,300	3,781	0	30,000	115,000	0	0	0	
	Total FY2019-2022			4,300	Total FY2023-2026			38,081	Total FY2027-2030			115,000	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103558 **I-95 Southbound: Ann Street to Wheatshaf Lane (AF4)**

LIMITS: I-95 Ann St to Wheatshaf Lane

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

PLAN CENTER:

IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

Project will reconstruct I-95 from Clearfield Street to Wheatshaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

*Westmoreland Viaduct (I-95 SB from Allegheny Avenue to Tioga Street) - Extend viaduct over playground from Westmoreland Street to Allegheny Avenue. Replace the existing SB Structure from Westmoreland Street to Tioga Street.

*I-95 SB over Venango Street - Total Replacement

*I-95 SB over Castor Avenue - Total Replacement

*I-95 SB over Richmond Street - Total Replacement

*I-95 SB over Wheatshaf Lane - Total Replacement

*Ramp E over playground - New Bridge

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. Existing I-95 has 4 lanes southbound. The proposed I-95 will have four lanes and an auxiliary lane southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.77 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue (Sector A) that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. This reconstruction of I-95 Sector A has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553, through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Various sections of I-95 Reconstruction: MPMS #'s 47813, 79911, 79912, 103557 and 103558. This project is integral to the Delaware Valley Freight Corridors Initiative.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2024</u>	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>
ROW	581-IM									500			
UTL	581-IM									500			
CON	TOLL												
CON	NFP										61,099		
		0	0	0	0	0	0	0	0	1,000	61,099	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030		62,099	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 I-95: Betsy Ross Mainline Southbound (BR4)

LIMITS:

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

Project includes the southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the multi-lane southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. A fourth through lane on I-95 southbound will be added to replace the removed collector/distributor road. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and construction of a southbound I-95 viaduct over Orthodox, Pearce and Margaret Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the Honeywell Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP-IM									156,701			
CON	NFP									61,099			
		0	0	0	0	0	0	0	0	217,800	0	0	0
		Total FY2019-2022			0	Total FY2023-2026			0	Total FY2027-2030			217,800

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103560 I-95: Betsy Ross Section Conrail Bridges (BR5)

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, and rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
ROW	NHPP-IM	1,854											
ROW	581-IM	206											
UTL	NHPP-IM	1,390											
UTL	581-IM	154											
CON	TOLL												
CON	NHPP-IM			9,010									
CON	TOLL												
CON	NHPP-IM				10,000								
CON	TOLL												
CON	NHPP-IM					10,000							
CON	TOLL												
CON	NHPP-IM						6,000						
		3,604	0	9,010	10,000	10,000	6,000	0	0	0	0	0	0
		Total FY2019-2022		22,614		Total FY2023-2026		16,000		Total FY2027-2030		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103561 I-95: Betsy Ross Interchange Drainage (BR6)

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S2

PLAN CENTER:

IPD: 14

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47812, 79903, 79904, 79905, 103559, 103560 and 1

TIP Program Years (\$ 000)

Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL												
CON	NHPP-IM					4,000							
CON	TOLL												
CON	NHPP-IM							4,358					
		0	0	0	0	0	4,000	4,358	0	0	0	0	0
		Total FY2019-2022				0	Total FY2023-2026				Total FY2027-2030		
					0			8,358				0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103562 I-95: Betsy Ross Ramps/Adams Avenue Connector (Section BS4)

LIMITS: In the City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 22

PROJECT MANAGER: George Dunheimer ADE CONSTR

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

The project includes the required ramp construction to complete the interchange connections from Aramingo Avenue to I-95 and the Betsy Ross Bridge. This involves completing the Aramingo Avenue connections to ramps D, F, KK, and JJ west of Aramingo Avenue. Aramingo Avenue will be reconstructed for 0.5 miles from Wheatshaeaf Lane to Church Street, including replacement of the bridge over Frankford Creek. As part of the ramp work connecting Aramingo Avenue to I-95 and the Betsy Ross Bridge, a portion of the Adams Avenue Connector from Aramingo Avenue to Ramp D will also be constructed. The Adams Avenue Connector will be completed to Torresdale Avenue as part of the MPMS #17782 project. The Frankford Creek Greenway will be built along the east side of Aramingo Avenue and along the south side of the Adams Avenue Connector, including a short extension to Church Street.

This project includes upgraded/new traffic signals at the following intersections:

- Aramingo Avenue and Wheatshaeaf Lane
- Aramingo Avenue and Adams Avenue Connector
- Aramingo Avenue and Ramp F
- Aramingo Avenue and Church Street
- Church Street and Tacony Street

See MPMS #47811 for an overall description of the SR 95 Section BSR section.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than \$2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years (\$ 000)													
Phase	Fund	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP-IM	5,814											
		5,814	0	0	0	0	0	0	0	0	0	0	0
		Total FY2019-2022		5,814		Total FY2023-2026		0		Total FY2027-2030		0	

Total For	2019	2020	2021	2022	2019-2022	2023-2026	2027-2030
Philadelphia	\$91,268	\$130,829	\$194,007	\$135,642	\$551,746	\$652,087	\$802,800

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CHAPTER 10:

MAJOR PROJECT STATUS REPORT

State Transportation Improvement Program (STIP) for Pennsylvania (FY2017 - 2020)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY2017-20 STIP.

Table 43: Major Project Status Report - Transit

TRANSIT			
MPMS#	COUNTY	PROJECT NAME	PROJECT STATUS
15407	SEPTA	Villanova Intermodal Station	This is an active and ongoing project that is being advanced in phases. Phase 1 is in construction and Phase 2 is in design.
59966	SEPTA	Capital Asset Lease Program	This is an active and annual program.
59973	SEPTA	Utility Fleet Renewal Program - Non Revenue Vehicles	This is an active and annual program.
60275	SEPTA	Debt Service	This is an active and annual program.
60317	SEPTA	Federal Preventive Maintenance	This is an active and annual program.
60335	SEPTA	City Hall / 15th Street Stations	This is an active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) is in construction. Phase 3 (City Hall Under Pinning) is in design. Phase 4 (City Hall Station) is in design.
60540	SEPTA	Parking Improvements	This is an active and annual program.
60574	SEPTA	Paoli Transportation Center	This is an active and ongoing project that will be completed in phases. Phase 1 is in construction.
60582	SEPTA	Vehicle Overhaul Program	This is an active and annual program.
60599	SEPTA	Paratransit Vehicle Purchase	This is an active and annual program.
60611	SEPTA	SEPTA Key (Fare Collection System/New Payment Technologies)	This is an active and ongoing project that will be completed in phases. Phase 1 of the project included the complete design, partial deployment and testing of the data network and the SEPTA Key system. Phase 2 includes the installation of the system on Rail Transit, Trolley and Bus fleets. In the last phase of the project, Regional Rail, Parking Operations, and Customized Community Transportation (CCT) will transition to the SEPTA Key.

Source: DVRPC 2018

Table 44: Major Project Status Report – Transit (cont.)

TRANSIT			
MPMS#	COUNTY	PROJECT NAME	PROJECT STATUS
60636	SEPTA	Elwyn to Wawa Rail Restoration	This is an active and ongoing project, and is in construction.
60638	SEPTA	Regional Rail Car, Locomotive, and Trolley Acquisition	This is an active and annual program.
60651	SEPTA	Substations and Power Improvements	This is an active and annual program.
60655	SEPTA	Levittown Station	This is an active and ongoing project that is currently in construction.
73214	SEPTA	Ardmore Transportation Center	This is an active and ongoing project that will be completed in phases.
77183	SEPTA	Transit and Regional Rail Station Program	This is an active and annual program.
90497	SEPTA	Infrastructure Safety and Renewal Program	This is an active and annual program.
90512	SEPTA	SEPTA Bus Purchase Program	This is an active and annual program.
93588	SEPTA	Exton Station	This is an active and ongoing project that is currently in construction.
95402	SEPTA	Bridge Program	This is an active and annual program.
102565	SEPTA	Track Improvement Program	This is an active and annual program.
102567	SEPTA	Roof Program	This is an active and annual program.
102569	SEPTA	Maintenance & Transportation Facilities	This is an active and annual program.
102571	SEPTA	Communications, Signals, & Technology Improvements	This is an active and annual program.
107011	SEPTA	Safety and Security Improvements	This is an active and annual program.
93586	PennDOT	Downingtown Train Station Rehabilitation	Project is currently active in Draft FY2019 PA TIP.

Source: DVRPC 2018

Table 45: Major Project Status Report – Bucks County

BUCKS COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
12965	Lawn Avenue	Project is currently active in Environmental.
13347	I-95, PA Turnpike Interchange (TPK) - STAGE 1 and Stage 2 (Design Only -PTC portion)	Project is currently active, but no longer needed to be shown in DVRPC TIP.
13549	US 1 (Bridges) Design (Section 03S)	Project is currently active in Draft FY2019 PA TIP.
13727	Bristol Road Intersection Improvements	Project is currently active in Final Design.
50634	County Line Road Restoration (M04)(3R)	Project is currently active in Final Design.
57619	Route 313 Corridor Improvements	Project is currently active in Final Design.
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)	Project is currently active in Draft FY2019 PA TIP.
92582	I-95 Philadelphia to Scudder Falls	Let 05/18/2017.
93444	Route 1 Improvement-South (Section RC1)	Scheduled letting 07/12/2018.
93445	Route 1 Improvement-North (Section RC2)	Project is currently active in Draft FY2019 PA TIP.
95439	I-95, PA Turnpike Interchange (TPK)- Section D10	Let 06/05/14.
95444	I-95, PA Turnpike Interchange (TPK)- Section D20	Let 05/21/15.
102272	Holland Road at Buck Road and Route 532	Project is currently active in Draft FY2019 PA TIP.

Source: DVRPC 2018

Table 46: Project Status Report – Chester County

CHESTER COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
14580	US 1 Expressway Reconstruction (Southern Section)	Anticipating NEPA in a few months.
14581	US 1 Expressway Reconstruction (Northern Section)	Anticipating NEPA in a few months.
14698	US 422, Reconstruction (M2B)	Project is currently active in Draft FY2019 PA TIP.
47979	Paoli Trans Ctr Rds Improvements/Darby Rd Bridge	Project is currently active in Environmental.
59434	Schuylkill River Trail (Q20)	Project is currently active in Environmental.
64220	US 422 Expressway Reconstruction (M03)	Project is currently active in Environmental.
84884	US 30, Coatesville Downingtown Bypass (CWR-Western Section)	This project broken out into 3; #107551-SR30-010; #107553-SR30-AIR and #107554-SR 30-082.
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	Project is currently active in Environmental and eventually will be broken out into several stand-alone projects.
95366	US 202 over AMTRAK	Let 11/03/16.

Source: DVRPC 2018

Table 47: Major Project Status Report – Delaware County

DELAWARE COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	Project is currently active in Environmental.
69665	South Creek Road Bridge Over Brandywine Creek	Project is currently active in Environmental.
69816	US 322, US 1 to Featherbed Lane (Section 101)	Let 12/22/2016.
69817	US 322, Featherbed Lane to I-95 (Section 102)	Project is active in final design.
79329	Bridgewater Road Extension	Project is currently active in Draft FY2019 PA TIP.
90128	PA252 o/ Springton Reservoir (Bridge)	Schedule letting 08/23/2018.
103217	Main Street Grade Crossing	Project is active in final design.
104343	US 322 over CSX	Expect NEPA Clearance in a few months.

Source: DVRPC 2018

Table 48: Major Project Status Report – Montgomery County

MONTGOMERY COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
16705	Chester Valley Trail Extension (C036)	Anticipate PS&E in a few months.
16577	Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade	Project is currently active in Environmental.
16738	US 422 Expressway Section M1B	Project is active in final design.
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Project is currently active in Environmental.
48187	Henderson/Gulph Road Widen near I-76 Ramps	Project is currently active in Environmental.
57865	Edge Hill Road Reconstruction	Schedule letting 08/23/2018.
63486	US 202, Johnson Highway to Township Line Road (61S)	Project is currently active in Draft FY2019 PA TIP.
63490	US 202, Township Line Road to Morris Road (61N)	Schedule let 08/23/2018.
63491	US 202, Morris Road to Swedesford Road (65S)	Project is currently active in Draft FY2019 PA TIP.
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Project is currently active in Environmental.
70197	US 422, (New) Expressway Bridge Over Schuylkill River (SRB)	Let 11/05/2015.

Source: DVRPC 2018

Table 49: Major Project Status Report – Montgomery County (cont.)

MONTGOMERY COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Project is currently active in Draft FY2019 PA TIP.
79864	Lafayette Street, Barbados Street to Ford Street Widening (MGN)	Project is currently active in Draft FY2019 PA TIP.
80021	US 202, Markley Street Improvements (Section 510)	Project is advertised.
83742	Keim Street Bridge Over Schuylkill River	Project is currently active in Draft FY2019 PA TIP.
84308	US 422 "S" Curve/Stowe Interchange	Let 06/22/2017.
86924	US 422, Resurfacing (PM2)	Anticipate letting in a few months.
102273	Second Collegeville Bridge Crossing	Project is currently active in Draft FY2019 PA TIP.
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	Project is currently active in Draft FY2019 PA TIP.
92583	I-76: Turnpike Interchange to City Line Avenue Interchange	Let 05/04/2017.
106662	I-76 Integrated Corridor Management	Project is currently active in Environmental.

Source: DVRPC 2018

Table 50: Major Project Status Report – Philadelphia County

PHILADELPHIA COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
17782	I-95 & Aramingo Ave., Adams Ave. Connector	Let 11/10/2016.
17816	Chestnut Street Bridges, Ramps, (8) at 30th Street	Let 05/04/2017.
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	Project is currently active in Draft FY2019 PA TIP.
69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	Project is active in final design.
69913	Grays Ferry Avenue Bridge Over Schuylkill River	Schedule let 09/13/2018.
70231	Swanson Street Reconstruction	City of Phila. Designing.
70243	American Street Streetscape (TIGER)	Let 09/14/2017.
79686	I-95, Columbia Avenue to Ann Street (GR1)	Let 07/28/2011.
79911	I-95: Allegheny Ave Interchange Advance Contract (AF1)	Let 04/26/2018.
83736	Roosevelt Blvd over Wayne Junction (WAV)	Project is active in final design.

Source: DVRPC 2018

Table 51: Major Project Status Report – Philadelphia County (cont.)

PHILADELPHIA COUNTY		
MPMS#	PROJECT NAME	PROJECT STATUS
47811	Bridge Street Design (Section BSR)(IMP)	Project is currently active in Draft FY2019 PA TIP.
47812	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	Project is currently active in Draft FY2019 PA TIP.
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	Project is currently active in Draft FY2019 PA TIP.
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	Project constructed and Final.
79826	I-95 Northbound: Columbia-Ann St N (GR3)	Let 10/31/2013.
79827	I-95 Southbound: Columbia-Ann St N (GR4)	Let 12/14/2017.
79828	I-95: Race - Shackamaxon (GR5)	Project is currently active in Draft FY2019 PA TIP.
79903	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)	Let 10/31/2014.
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)	Project is currently active in Draft FY2019 PA TIP.
79905	I-95: Betsy Ross Mainline (BR3)	Project is currently active in Draft FY2019 PA TIP.
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	Project is currently active in Draft FY2019 PA TIP.
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	Project is currently active in Draft FY2019 PA TIP.
79912	I-95: Allegheny Ave Inter (AF2)	Project is active in final design.
98207	I-95 Congestion Management	Congestion Management Activities
102274	Schuylkill River Swing Bridge (TIGER)	Let 12/07/17.
103553	I-95: Race-Shackamaxon 2 (GR6)	Project is active in final design.
103555	I-95 Corridor ITS (GR8)	Project is currently active in Draft FY2019 PA TIP.
103557	I-95N Ann St-Wheatsheaf Lane (AF3)	Project is active in final design.
103560	I-95 Betsy Ross Conrail Bldgs (BR5)	Project is active in final design.
103562	I-95 B.Ross Rmps/Adms Ave Cnn (BS4)	Let 11/10/2016.
103563	I-95: Bridge Street Ramps (Section BS5)	Project is active in final design.
105092	Citywide Resurfacing 104	City of Phila. Designing.
105488	Citywide Resurfacing 105	City of Phila. Designing.
105796	Philadelphia Pump Station Upgrades	Let 01/12/2017.
107698	I-76 Bridge Repair Section SRE	Project is currently active in Draft FY2019 PA TIP.

Source: DVRPC 2018

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APPENDIX A

BOARD RESOLUTIONS

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**Adoption of the DVRPC FY2019 Transportation Improvement Program (TIP)
for Pennsylvania (FY19-22)**

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 nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997 and 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, portions of Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards as required by CAAA under the respective ozone, CO, and PM_{2.5} National Ambient Air Quality Standards (NAAQS); 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 2004; 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, and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the Long-Range Plan according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors, direct PM2.5 and PM2.5 precursors are less in 2020, 2025, 2035 and 2045 than the applicable established budgets for the respective analysis year; and that the region is no longer required to demonstrate conformity for CO, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; 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's Connections 2045 Long-Range Plan, as well as 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 Greater Philadelphia region 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 FY2019 Transportation Improvement Program (TIP) for Pennsylvania (FY2019-FY2022) 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 FY2019 Transportation Improvement Program for Pennsylvania (FY2019-FY2022) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 28th day of June 2018 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-FY18-007.



Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections 2045* Long-Range Plan (Plan) and the Pennsylvania Transportation Improvement Program (TIP)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 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 Transportation Improvement Programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997 and 2008 eight-hour ozone standard, Delaware County has been designated a nonattainment area for the 2012 annual fine particulate matter (PM_{2.5}) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM_{2.5} standards; as required by CAAA under the respective ozone and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, on July 25, 2007, the Area has been re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) revision maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this area was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS, the former CO Maintenance Areas in the region have successfully maintained the CO NAAQS for twenty years, and as of December 2017, DVRPC is no longer required to demonstrate conformity for CO; and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors, direct PM_{2.5}, and PM_{2.5} precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are existing SIP MVEBs; and,

WHEREAS, DVRPC has completed the conformity analysis of the Plan and TIP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 1997 and 2008 ozone standard, and below the established MVEB test for PM_{2.5} and PM_{2.5} precursor NO_x in the relevant PM_{2.5} nonattainment and maintenance areas, and,

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

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the *Connections 2045* Long-Range Plan and the DVRPC FY 2019 Transportation Improvement Program for Pennsylvania conform to the State Implementation Plans of Pennsylvania, all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 28th day of June 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-FY18-006.



Renee Wise, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION
PLANNING and PROGRAMMING PROCESS**

WHEREAS, the US DOT Metropolitan Transportation Planning and Programming Regulations (23 CFR Part 450 Subpart C and 49 CFR Part 613 Subpart A) which implement the planning provisions of 23 USC Section 134 and 49 U.S.C. Section 5303, requires the Metropolitan Planning Organization (MPO) to certify, concurrent with the submittal of the TIP that its transportation planning and programming process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning and Programming Regulations require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process; and

WHEREAS, in nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504 and 7506 (c) and (d)) and 40 CFR Part 93, 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 a reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the Transportation Improvement Program (TIP) has been financially constrained as required by 23 CFR 450.326(j) of the Planning Regulations and includes a financial plan that demonstrates how the TIP can be implemented, indicates resources from both public and private sources that are reasonably expected to be available, and is supportive of innovative financing techniques; and

WHEREAS, the Congestion Management Process (CMP) requirements of 23 CFR 450.322 for non-attainment Transportation Management Areas have been met; and

WHEREAS, 23 U.S.C. 150, 23 CFR Part 450 and 49 CFR part 613 requires MPO's to establish and use a performance-based approach to transportation decision making, DVRPC continues to work with its partners to plan for the integration of performance measures and targets into the development of the Long Range Plan, the TIP, the CMP, and other appropriate regional planning documents in accordance with federal and state statutes and guidance; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act (PL 114-94), of December 4, 2015 added two new planning factors to the scope of the metropolitan planning process that MPOs shall consider: Section 450.306 (b)(9) – improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and Section 450.306 (b)(10) – enhance travel and tourism, DVRPC is working with its partners to incorporate these new factors into the planning process; 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, as amended (42 U.S.C. 2000d-1), 49 CFR Part 21, and the Title VI assurance executed by each state under 23 U.S.C. Section 324 and under 29 U.S.C. 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, 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; and

WHEREAS, 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; and

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act 42 U.S.C. 12101 et seq. and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, the requirements of the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance have been met; and

WHEREAS, the provisions of Section 324 of Title 23 U.S.C., regarding prohibition of discrimination based on gender have been met; and

WHEREAS, provisions of 23 CFR Part 450.310 (d) (1) (ii) and 49 CFR Part 613.100, require MPOs policy boards to include officials of public agencies that provide public transportation, DVRPC elects to continue to use the exception provision specified in 23 CFR Part 450.310 (d) (4) by reaffirming Board Resolution B-FY-15-004, while continuing to include SEPTA, NJ Transit and DRPA/PATCO as participating, non-voting members of the Board and as voting members of DVRPC's Regional Technical Committee and, continuing to provide an explicit

opportunity for transit agency comment during Board meetings for every agenda Action Item; and,

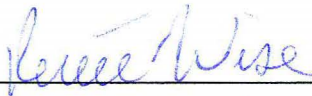
WHEREAS, DVRPC certifies that it qualifies for the exception referred to above by meeting the specification which states: the MPO operates pursuant to a state law that was in effect on or before December 18, 1991; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 CFR 450.336, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the metropolitan transportation planning and programming 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 and Programming.

I certify that this is a true and correct copy of Resolution No. B-FY18-008



Renee Wise, Recording Secretary

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APPENDIX B

STATE DOT FINANCIAL GUIDANCE

PENNSYLVANIA’S 2019 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PennDOT.

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BACKGROUND

Financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2019 Program update. The Financial Guidance Work Group is comprised of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA) and PennDOT staff. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

- A cooperative effort;
- A long-term strategic viewpoint;
- A Commonwealth perspective;
- Existing and readily available data;
- Statewide and regional needs-based decision-making;
- Responsiveness to near-term issues and priorities; and,
- Coordination with other agencies and initiatives.

The current federal surface transportation legislation is entitled the Fixing America's Surface Transportation Act (FAST Act). It was signed into law by the President on December 4, 2015 and authorizes funding from federal fiscal year (FFY) 2017 through 2020. The FAST Act builds upon the streamlined and performance-based initiatives created by MAP-21 and provides a predictable level of funding with modest growth while ensuring the solvency of the Highway Trust Fund through the life of the legislation.

The Financial Guidance Work Group reached general agreement on draft financial guidance components at during their April 20, 2017 conference call. At the Spring Planning Partners Meeting, on May 2, 2017 with all Planning Partners and Districts represented, consensus to move forward with the proposed draft 2019 Financial Guidance and Transportation Investment Plan was recommended. The recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained and unchanged from the 2017 Financial Guidance.
- Anticipated available federal highway, bridge and transit funds reflect FAST Act apportionment tables in years 2019 and 2020 Beyond the expiration of the FAST Act and due to uncertainty with the viability of the Highway Trust Fund, zero percent revenue growth is assumed for the remainder of the Twelve Year Program (TYP).
- State Funds reflect an overall increase due to legislative action to cap Pennsylvania State Police expenditures from the Motor License Fund.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- A three percent annual inflation factor is to be applied to each project cost estimate to reflect “year of expenditure” requirements.
- The Interstate Management Program will continue to be managed at a statewide level. The National Highway Freight Program (NFP) funding will be allocated to the Interstate Program.
- The Rapid Bridge Replacement (RBR) project will be funded on the statewide program. The Statewide program will cover 50% of the costs with the remaining 50% coming from each region’s percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region’s distribution and are reserved in a separate item for the Statewide Program.
- Congestion Management and Air Quality (CMAQ) funds will be phased out for regions that are in attainment with air quality standards for years FFY 2021 and beyond.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2019 Transportation Program will include all Federal and State capital funding that is anticipated over the next twelve years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 183 and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

State Appropriations 582 and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities and is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as the matching funds for Highway Restoration and Preservation projects and, in such cases, will represent additional funding provided to a region. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

The tables that are included in the appendices of this document include all federal funding (Except earmarks and other discretionary programs) anticipated for the twelve-year period covered by this program.

FUNDING DISTRIBUTION

The distribution of federal funds is provided through updated needs-based formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. The distribution of the highway and bridge funding is as follows:

- **Transportation Infrastructure Investment Fund (TIIF)** – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation in consultation with the Governor.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.
- **Statewide Line Items** – reserve an average of \$41 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- **Interstate Management (IM) Program** – the Interstate system will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. The priority for these funds will be to maintain the existing system. A preliminary draft Interstate Management program will be provided to MPOs/RPOs and other stakeholders for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:
 - Pavement Condition Assessment
 - Pavement Structure Age
 - Pavement Surface Age
 - Number of Resurfacings
 - International Roughness Index (IRI)
 - Overall Pavement Index
 - Traffic volume
 - Truck volume
 - Remaining Service Life
 - Bridge Condition Assessment
 - Bridge Risk Assessment
 - SD Status
 - Vertical Clearance Issues

The Interstate Steering Committee will prioritize projects using various tools (i.e. Decision Lens software, Interstate Transportation Asset Management Tool (TAM), etc.) Selected and programmed projects are based on prioritization, schedule and available funding.

Discretionary Funding (Spike) – twenty percent of the Surface Transportation Block Grant Program (STP) funding and 15% of available state highway (capital) and bridge funds (required by Act 89) will be held in reserve. The Secretary of Transportation in consultation with the State Transportation Commission (STC), will distribute the funding to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.

- **National Highway Performance Program Formula (NHPP)** – twenty percent of the balance of NHPP funds will be held in a statewide reserve to advance projects on the National Highway System. Projects will be selected by the Secretary of Transportation in consultation with the State Transportation Commission, based on statewide priorities. Furthermore, an amount equal to the federal funds available to the IM Program in the 2017 Financial Guidance will again be reserved for use by the IM Program. The remaining funds will be distributed among the urban and rural areas based upon those regions' share of bridge and highway needs on non-interstate federal aid routes on the enhanced NHS. The elements of the NHPP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20' and 80% square foot deck area of structurally deficient bridges > 20'
 - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.

- **Surface Transportation Block Grant Program Formula (STP, STN, STR)** – after the 20% discretionary funding set-aside, remaining funds will be distributed among the urban and rural areas based upon those regions’ share of bridge and highway needs on federal aid routes not on the enhanced NHS. The elements of the STP funds distribution are based upon 65% Bridge factors and 35% Highway factors. More specifically, the formula is further represented as follows:
 - 65% Bridge: 20% square foot deck area of all bridges > 20’ and 80% square foot deck area of structurally deficient bridges > 20’
 - 35% Highway: 16.7% Vehicle Miles Traveled, 33.3% Lane Miles, 33.3% Poor IRI, 16.7% Truck VMT.
- **Bridge Funding Formula (State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for state bridge funds distribution is based upon the following formula: 20% (square foot deck area of state owned bridges > 8’ and locally owned bridges > 20’) and 80% (square foot deck area of state owned structurally deficient bridges > 8’ and locally owned structurally deficient bridges > 20’). Aside from dedicated funding for off-system bridges, federal funding for bridges was not continued in MAP-21 or the FAST Act. Federally funded bridge projects will continue to utilize NHPP and STP funds which is reflected by the use of bridge factors in the distribution formulas for those categories. Bridge rehabilitation, replacement, and preservation remain a Department priority.
- **Highway (Capital) Funding (State)** – after the 15% discretionary funding set-aside, remaining highway funds will be distributed based upon each region’s share of highway needs. The factors for state highway funds distribution is based upon the following formula: 33% Vehicle Miles Traveled, 33% Lane Miles, 33% Poor IRI.
- **Off System Bridges (BOF)** – Federal off system bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and square feet of deck area for all bridges. The factors for off system bridge funds distribution is based upon the following formula: 20% (square foot deck area of state and locally owned bridges > 20’) and 80% (square foot deck area of state and locally owned structurally deficient bridges > 20’). Minor collector and local functional class bridges are eligible for this category of funding.
- **Surface Transportation Block Grant Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The sub-allocation formula is currently based on the 2010 Federal Census.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU)** – funding for this program is similar to the STP program in that 50% of the funds are sub-allocated by population and 50% are available to any area of the state. Part of the 50% sub-allocated by population is assigned, by federal formula, to regions with populations greater than 200,000 (TAU). The remaining funds sub-allocated by population and the 50% available to any area of the state are to be held in statewide reserve as mandated by regulations that prohibit the regional distribution of funds and require a statewide competitive process for selection of projects.
- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which consider each region’s air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by [the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation \(May, 2009\)](#).
- **Highway Safety Improvement Program (HSIP)** – \$35 million in funding for this program will be reserved statewide for various safety initiatives. An additional \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding. The remaining funding will be allocated to planning regions based on the following formula: 50% fatalities and major injuries and 50% reportable crashes. Projects funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.
- **National Highway Freight Program (NFP)** – funding for this program will be reserved for the Interstate Management Program
- **Highway-Rail Grade Crossing Safety (RRX)** – funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation. Centralized management of this program allows for a formalized project selection process and promote higher utilization of funding and the ability to initiate higher costs projects.

The following are categories of funding have limitations on how and where they may be used and will be considered as additional funds to the region.

- **Special Federal Funding (SXF)** – which is earmarked for specific projects that were authorized by ISTEA, TEA-21, SAFETEA-LU and other federal legislation.
- **Appalachia Development Highway (APD/APL)** – dedicated funding was not continued by MAP-21 or the FAST Act. A balance of federal funds from SAFETEA-LU remain available and may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). Further

information on the ADHS including reports on the Cost to Complete Estimate can be found at: <http://www.arc.gov/adhs>.

- **All Discretionary Federal Funding** – most discretionary programs were not continued in MAP-21 or the FAST Act. Carryover funds exist in some categories which can be used for the specific awarded projects as long as funds remain available for obligation.
- **Appropriation 179** – State revenue was established under Act 26 of 1991. The funds were provided to PennDOT for distribution. Policy was established to provide the funds to underprivileged counties to cover the local match on county owned bridges. Act 89 of 2013 changed the distribution of these funds. Funds now go directly to the Counties through liquid fuels payments under a new Appropriation code. This began in Calendar Year (CY) 2014. The governor’s budget office has allowed PennDOT to lapse remaining balance of Appropriation 179 funds to be utilized on existing projects with agreements already in place until the balance is exhausted.
- **Local and Private Funding** – local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

Program implementation will be dependent upon the actual federal obligation levels that are appropriated each year and the state funds included in the annual state budget. Because of this, the Program funding levels and implementation funding levels may differ.

The program will be fiscally constrained by year for each MPO and RPO. The tables that comprise the Appendices establish a region’s annual funding constraint. PennDOT will work with MPOs and RPOs to assign projects and their associated funding to appropriate years based on project readiness and estimated funding availability.

Under previous federal regulations the program will be developed using the “year of expenditure” approach. This requires that an inflation factor is considered during the project cost estimating process. For project estimating purposes, a three percent inflation factor should be used in calculations for each year of the TYP. That is, project funding will be arrayed over the program period consistent with the amount which will be needed (including inflation) in any given year.

Low cost, short duration project phases should generally have all costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will require programming the advance construct costs for projects that are initiated prior to the beginning of the 2019 Program period (October 1, 2018), and which will require conversion funding during the 2019 Program period and beyond. All remaining project phases and costs must be included on a financially constrained TYP/Long Range Plan.

The Pennsylvania Turnpike Commission receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the Turnpike Commission. The Turnpike Commission does implement projects that qualify for regular federal funds. If they desire to pursue regular federal funding, the Turnpike Commission will present their projects for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects should be included on regional TIPs as required by statewide planning regulations.

As noted earlier, all regionally significant projects and phases of projects that are to be implemented in a region must be included in the Program, regardless of the type of funding to be used. Projects requiring cash flow beyond the TIP, or not fully funded on the TIP, must be listed as “later fiscal years” and included in the region’s TYP/Long Range Plan. This may require revisions or amendments to the existing MPO/RPO Long Range Plan.

Note that the Final Rule on Statewide Transportation Planning and Metropolitan Transportation Planning, issued February 14, 2007, also requires that in air quality non-attainment and maintenance areas, projects included in the first two years of the STIP/TIP must be limited to those for which funds are “available” (dedicated state and federal) or “committed”. Funds which are listed on a STIP or TIP from sources that are not historically used for transportation purposes (including local and private funds) require a commitment in writing (letter of intent) by the responsible official or body having control of the funds.

Each planning region will submit its draft program to the Department in accordance with the attached schedule (Appendix 6). Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations. This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly demonstrate a financially constrained draft program.

DISTRIBUTION OF THE "SPIKE" FUNDING

The ultimate decisions regarding the distribution of "spike" funding will be made by the Secretary of Transportation. The Secretary will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO/RPO submission of draft programs and the air quality conformity analysis period.

BEST PRACTICES

Line items provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual “roll-over” of two years of projects each Program update, a best practice is to limit the amount of line items in the first two years of a new STIP/TIP. Common sense planning tells us that we ought to be able to identify many of the projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2019 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all the costs that must be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for these purposes is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on the FAST Act.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 3 through 5. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds from the following sources; Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF. Act 44, as amended authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
 1. The operating assistance received in the prior fiscal year plus funding growth.
 2. Funding growth over the prior year is distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles
 - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services.

- **Asset Improvement Program for Capital projects (Section 1514)** – The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.
- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding is deposited in this program after December 31, 2013.

- **Alternative Energy Capital Investment Program (Section 1517.1)** – This is competitive grant program to implement capital improvements conversion to an alternative energy source.
- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program.
- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program**). Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes.

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft Highway and Bridge and Transit programs (TIPs) to PennDOT by December 29, 2017. It is expected that all draft programs will be fiscally constrained at the time of submission. The Secretary of Transportation will evaluate statewide priorities and will determine the distribution of the balance of "spike" funding prior to the MPO and RPO submission of draft programs.

Appendix 1
Available Funds
2019 Financial Guidance
Highway and Bridge Funds (\$000)

Federal Funds	2019	2020	2021	2022	Total
National Highway Performance Program (NHPP)*	970,482	990,687	990,687	990,687	3,942,541
Surface Transportation Block Grant Program (STP)	457,092	467,754	467,754	467,754	1,860,356
Highway Safety Improvement Program (HSIP)*	99,354	101,371	101,371	101,371	403,466
Congestion Mitigation and Air Quality (CMAQ)*	108,206	110,404	110,404	110,404	439,417
National Highway Freight Program*	54,989	61,099	61,099	61,099	238,286
Surface Transportation Block Grant Set Aside (TAP)	26,561	26,561	26,561	26,561	106,243
Railway-Highway Safety Crossings (RRX)	7,049	7,196	7,196	7,196	28,636
Subtotal -- Federal Funds	1,723,732	1,765,071	1,765,071	1,765,071	7,018,945
State Funds	2019	2020	2021	2022	Total
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
Subtotal -- State Funds	845,000	887,000	916,000	963,000	3,611,000
Grand Total	2,568,732	2,652,071	2,681,071	2,728,071	10,629,945

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)

National Highway Performance Program	2019	2020	2021	2022	Total
NHPP Apportionment	970,482	990,687	990,687	990,687	3,942,541
20% Statewide Reserve	194,096	198,137	198,137	198,137	788,508
Less Local Bridge Inspection	2,546	2,623	2,701	2,782	10,652
Less Interstate Management Program	317,378	317,378	317,378	317,378	1,269,512
NHPP Funds to Distribute	456,461	472,549	472,470	472,389	1,873,869

Surface Transportation Block Grant Program	2019	2020	2021	2022	Total
STP Apportionment	457,092	467,754	467,754	467,754	1,860,356
Less STP-Urban Mandatory Distribution	153,360	159,843	159,843	159,843	632,889
Less Set-Aside for Off-System Bridges	73,797	73,797	73,797	73,797	295,187
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	4,946	5,023	5,101	5,182	20,252
Less Environmental Resource Agencies	2,761	2,842	2,842	2,842	11,285
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<i>Remaining STP</i>	<i>218,484</i>	<i>222,506</i>	<i>222,427</i>	<i>222,346</i>	<i>885,764</i>
Less Spike (20% of Remaining STP)	43,697	44,501	44,485	44,469	177,153
STP Funds to Distribute	174,788	178,005	177,942	177,877	708,611

Highway Safety Improvement Program	2019	2020	2021	2022	Total
HSIP Apportionment	99,354	101,371	101,371	101,371	403,466
Less Base of \$500K to each MPO/RPO	12,000	12,000	12,000	12,000	48,000
Less Statewide Reserve	35,000	35,000	35,000	35,000	140,000
HSIP Funds to Distribute	52,354	54,371	54,371	54,371	215,466

Congestion Mitigation and Air Quality	2019	2020	2021	2022	Total
CMAQ Apportionment	108,206	110,404	110,404	110,404	439,417
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ funds to distribute	84,951	87,149	87,149	87,149	346,397

National Highway Freight Program	2019	2020	2021	2022	Total
Interstate Program	54,989	61,099	61,099	61,099	238,286

Surface Transportation Block Grant Set-Aside	2019	2020	2021	2022	Total
TAP Apportionment	26,561	26,561	26,561	26,561	106,243
TAP Mandatory Distribution for Urban Areas	8,251	8,251	8,251	8,251	33,005
TAP Funds -- Statewide Competitive Program	18,309	18,309	18,309	18,309	73,238

Railway-Highway Safety Crossings	2019	2020	2021	2022	Total
Statewide Program	7,049	7,196	7,196	7,196	28,636

State Funds	2019	2020	2021	2022	Total
State Highway (Capital)	532,000	574,000	603,000	650,000	2,359,000
State Bridge	313,000	313,000	313,000	313,000	1,252,000
Total State Funds (for Discretionary Calculation)	845,000	887,000	916,000	963,000	3,611,000
Mandatory 15% Discretionary (Highway Funds)	126,750	133,050	137,400	144,450	541,650

State Highway (Capital)	2019	2020	2021	2022	Total
Highway (Capital) After Discretionary Set-Aside	405,250	440,950	465,600	505,550	1,817,350
Less Environmental Resource Agencies	690	710	710	710	2,821
Less State Bridge Inspection	23,000	23,690	24,401	25,133	96,223
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) funds to Distribute	353,160	388,150	412,089	451,307	1,604,705

State Bridge	2019	2020	2021	2022	Total
State Bridge funds to Distribute	313,000	313,000	313,000	313,000	1,252,000

Total Distributed/Statewide Reserve	2,435,692	2,517,283	2,545,431	2,591,553	10,089,958

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2019 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP- Urban	Total
DVRPC	140,077	26,660	54,268	52,071	11,670	13,743	0	0	31,475	3,932	73,071	406,967
SPC	114,391	42,702	69,897	66,433	18,527	10,993	0	0	19,065	1,813	33,692	377,513
Harrisburg	21,876	6,436	11,147	10,155	2,707	3,010	0	0	4,314	465	8,637	68,747
Scranton/WB	23,959	7,463	11,381	13,169	3,351	2,888	0	0	3,503	399	7,413	73,527
Lehigh Valley	33,633	6,352	11,540	13,035	2,790	3,242	0	0	5,082	661	12,285	88,620
NEPA	9,974	9,733	13,167	11,148	4,287	2,878	0	0	1,538	0	0	52,725
SEDA-COG	13,011	7,056	14,440	8,167	2,721	2,248	0	0	0	0	0	47,642
Altoona	2,756	1,574	2,226	1,895	691	1,112	0	0	831	0	0	11,085
Johnstown	5,217	1,822	4,256	2,221	667	1,089	0	0	1,128	0	0	16,401
Centre County	4,623	1,538	2,793	1,966	583	1,047	0	0	1,007	0	0	13,559
Williamsport	3,111	2,305	4,648	2,101	827	1,068	0	0	0	0	0	14,060
Erie	3,575	3,780	5,744	4,400	1,681	1,709	0	0	1,836	0	0	22,726
Lancaster	9,624	6,372	9,107	7,434	2,854	2,653	0	0	4,078	420	7,812	50,354
York	4,739	4,095	8,940	3,952	1,434	2,331	0	0	3,415	243	4,509	33,658
Reading	23,789	6,324	7,902	12,819	3,225	2,434	0	0	3,230	278	5,174	65,176
Lebanon	1,457	1,429	2,427	1,557	591	1,129	0	0	1,049	0	0	9,638
Mercer	1,225	2,751	3,029	3,324	1,345	1,138	0	0	763	41	767	14,384
Adams	2,208	1,685	3,046	1,458	666	993	0	0	663	0	0	10,720
Franklin	1,956	1,836	3,717	1,827	669	1,194	0	0	979	0	0	12,178
Total Urban	421,202	141,914	243,675	219,133	61,286	56,901	0	0	83,957	8,251	153,360	1,389,679
Northwest	16,642	8,415	15,336	11,162	3,377	1,752	0	0	0	0	0	56,685
N. Central	7,684	8,060	15,143	8,183	3,068	1,757	0	0	534	0	0	44,430
N. Tier	5,576	7,677	17,379	6,607	2,694	1,590	0	0	460	0	0	41,983
S. Alleghenies	5,357	6,537	12,372	6,293	2,620	1,633	0	0	0	0	0	34,812
Wayne County	0	2,185	4,853	1,924	750	721	0	0	0	0	0	10,433
Total Rural	35,259	32,875	65,083	34,169	12,510	7,453	0	0	994	0	0	188,343
Interstate Program	317,378	0	29,019	44,316	0	0	54,989	0	0	0	0	445,702
Statewide Program	0	0	0	0	0	0	0	7,049	0	18,309	0	25,358
Statewide Reserve	194,096	0	126,750	0	0	35,000	0	0	0	0	0	355,846
RBR Regional Share	0	0	15,383	15,383	0	0	0	0	0	0	0	30,765
GRAND TOTAL	967,935	174,789	479,910	313,000	73,797	99,354	54,989	7,049	84,951	26,561	153,360	2,435,694

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2020 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	145,014	27,151	59,666	52,070	11,670	14,253	0	0	32,289	3,932	76,160	422,205
SPC	118,423	43,488	77,287	66,416	18,527	11,398	0	0	19,558	1,813	35,116	392,026
Harrisburg	22,647	6,554	12,311	10,153	2,707	3,107	0	0	4,426	465	9,002	71,371
Scranton/WB	24,803	7,600	12,531	13,168	3,351	2,980	0	0	3,593	399	7,727	76,154
Lehigh Valley	34,818	6,469	12,754	13,033	2,790	3,348	0	0	5,213	661	12,804	91,890
NEPA	10,325	9,912	14,590	11,144	4,287	2,970	0	0	1,578	0	0	54,806
SEDA-COG	13,470	7,186	15,921	8,165	2,721	2,315	0	0	0	0	0	49,778
Altoona	2,853	1,603	2,457	1,895	691	1,135	0	0	853	0	0	11,488
Johnstown	5,401	1,856	4,684	2,221	667	1,112	0	0	1,157	0	0	17,098
Centre County	4,786	1,567	3,098	1,965	583	1,068	0	0	1,034	0	0	14,101
Williamsport	3,220	2,347	5,128	2,101	827	1,090	0	0	0	0	0	14,713
Erie	3,701	3,850	6,317	4,400	1,681	1,756	0	0	1,883	0	0	23,588
Lancaster	9,963	6,489	10,086	7,431	2,854	2,736	0	0	4,184	420	8,142	52,305
York	4,906	4,171	9,860	3,951	1,434	2,401	0	0	3,503	243	4,700	35,168
Reading	24,628	6,440	8,699	12,818	3,225	2,509	0	0	3,314	278	5,393	67,304
Lebanon	1,508	1,455	2,671	1,557	591	1,153	0	0	1,076	0	0	10,010
Mercer	1,268	2,802	3,335	3,324	1,345	1,163	0	0	783	41	800	14,860
Adams	2,286	1,716	3,395	1,456	666	1,012	0	0	681	0	0	11,212
Franklin	2,025	1,870	4,100	1,827	669	1,220	0	0	1,004	0	0	12,716
Total Urban	436,047	144,526	268,891	219,094	61,286	58,727	0	0	86,129	8,251	159,843	1,442,795
Northwest	17,229	8,570	16,930	11,159	3,377	1,800	0	0	0	0	0	59,066
N. Central	7,955	8,209	16,757	8,179	3,068	1,806	0	0	548	0	0	46,521
N. Tier	5,773	7,819	19,197	6,603	2,694	1,632	0	0	472	0	0	44,190
S. Alleghenies	5,546	6,657	13,700	6,289	2,620	1,676	0	0	0	0	0	36,489
Wayne County	0	2,225	5,345	1,923	750	730	0	0	0	0	0	10,973
Total Rural	36,502	33,480	71,930	34,154	12,510	7,644	0	0	1,020	0	0	197,240
Interstate Program	317,378	0	31,894	44,316	0	0	61,099	0	0	0	0	454,687
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	133,050	0	0	35,000	0	0	0	0	0	366,187
RBR Regional Share	0	0	15,435	15,435	0	0	0	0	0	0	0	30,870
GRAND TOTAL	988,064	178,006	521,200	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,517,284

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2021 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,990	27,141	63,359	52,070	11,670	14,253	0	0	36,881	3,932	76,160	430,457
SPC	118,403	43,473	82,347	66,409	18,527	11,398	0	0	22,340	1,813	35,116	399,825
Harrisburg	22,643	6,552	13,107	10,152	2,707	3,107	0	0	5,055	465	9,002	72,790
Scranton/WB	24,799	7,598	13,319	13,168	3,351	2,980	0	0	0	399	7,727	73,341
Lehigh Valley	34,812	6,467	13,585	13,032	2,790	3,348	0	0	5,954	661	12,804	93,453
NEPA	10,324	9,909	15,565	11,142	4,287	2,970	0	0	1,802	0	0	55,999
SEDA-COG	13,467	7,183	16,936	8,164	2,721	2,315	0	0	0	0	0	50,787
Altoona	2,853	1,602	2,616	1,895	691	1,135	0	0	0	0	0	10,792
Johnstown	5,400	1,855	4,977	2,221	667	1,112	0	0	1,322	0	0	17,554
Centre County	4,785	1,566	3,307	1,965	583	1,068	0	0	0	0	0	13,275
Williamsport	3,220	2,346	5,457	2,100	827	1,090	0	0	0	0	0	15,040
Erie	3,700	3,849	6,709	4,400	1,681	1,756	0	0	0	0	0	22,095
Lancaster	9,961	6,487	10,756	7,430	2,854	2,736	0	0	4,779	420	8,142	53,565
York	4,905	4,169	10,490	3,950	1,434	2,401	0	0	4,002	243	4,700	36,294
Reading	24,624	6,438	9,244	12,818	3,225	2,509	0	0	3,785	278	5,393	68,314
Lebanon	1,508	1,455	2,837	1,557	591	1,153	0	0	1,229	0	0	10,329
Mercer	1,268	2,801	3,544	3,324	1,345	1,163	0	0	0	41	800	14,285
Adams	2,286	1,715	3,635	1,456	666	1,012	0	0	0	0	0	10,769
Franklin	2,025	1,869	4,363	1,826	669	1,220	0	0	0	0	0	11,972
Total Urban	435,974	144,475	286,152	219,078	61,286	58,727	0	0	87,149	8,251	159,843	1,460,936
Northwest	17,226	8,567	18,022	11,158	3,377	1,800	0	0	0	0	0	60,151
N. Central	7,953	8,206	17,862	8,177	3,068	1,806	0	0	0	0	0	47,073
N. Tier	5,772	7,816	20,443	6,602	2,694	1,632	0	0	0	0	0	44,958
S. Alleghenies	5,545	6,655	14,609	6,288	2,620	1,676	0	0	0	0	0	37,394
Wayne County	0	2,224	5,682	1,923	750	730	0	0	0	0	0	11,309
Total Rural	36,496	33,468	76,618	34,148	12,510	7,644	0	0	0	0	0	200,884
Interstate Program	317,378	0	33,862	44,316	0	0	61,099	0	0	0	0	456,655
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	137,400	0	0	35,000	0	0	0	0	0	370,537
RBR Regional Share	0	0	15,458	15,458	0	0	0	0	0	0	0	30,915
GRAND TOTAL	987,985	177,943	549,489	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,545,432

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,410	52,069	11,670	14,253	0	0	36,881	3,932	76,160	436,472
SPC	118,383	43,457	90,631	66,392	18,527	11,398	0	0	22,340	1,813	35,116	408,056
Harrisburg	22,639	6,549	14,411	10,150	2,707	3,107	0	0	5,055	465	9,002	74,085
Scranton/WB	24,795	7,595	14,608	13,167	3,351	2,980	0	0	0	399	7,727	74,623
Lehigh Valley	34,806	6,464	14,946	13,029	2,790	3,348	0	0	5,954	661	12,804	94,803
NEPA	10,322	9,905	17,162	11,137	4,287	2,970	0	0	1,802	0	0	57,585
SEDA-COG	13,465	7,180	18,597	8,162	2,721	2,315	0	0	0	0	0	52,441
Altoona	2,852	1,602	2,876	1,894	691	1,135	0	0	0	0	0	11,050
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,964	583	1,068	0	0	0	0	0	13,614
Williamsport	3,219	2,345	5,995	2,100	827	1,090	0	0	0	0	0	15,576
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,854	7,427	2,854	2,736	0	0	4,779	420	8,142	54,656
York	4,904	4,168	11,521	3,949	1,434	2,401	0	0	4,002	243	4,700	37,321
Reading	24,620	6,436	10,137	12,818	3,225	2,509	0	0	3,785	278	5,393	69,200
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,324	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,026	1,454	666	1,012	0	0	0	0	0	11,158
Franklin	2,024	1,869	4,792	1,826	669	1,220	0	0	0	0	0	12,400
Total Urban	435,899	144,422	314,418	219,038	61,286	58,727	0	0	87,149	8,251	159,843	1,489,034
Northwest	17,223	8,564	19,809	11,155	3,377	1,800	0	0	0	0	0	61,929
N. Central	7,952	8,203	19,672	8,173	3,068	1,806	0	0	0	0	0	48,873
N. Tier	5,771	7,813	22,481	6,598	2,694	1,632	0	0	0	0	0	46,989
S. Alleghenies	5,544	6,652	16,097	6,284	2,620	1,676	0	0	0	0	0	38,875
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
Total Rural	36,490	33,456	84,292	34,133	12,510	7,644	0	0	0	0	0	208,526
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,513	15,513	0	0	0	0	0	0	0	31,025
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2019-2022 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	575,046	108,085	246,703	208,280	46,680	56,502	0	0	137,527	15,726	301,552	1,696,100
SPC	469,600	173,121	320,161	265,649	74,106	45,187	0	0	83,303	7,251	139,041	1,577,419
Harrisburg	89,805	26,091	50,976	40,611	10,827	12,332	0	0	18,850	1,859	35,643	286,993
Scranton/WB	98,357	30,255	51,840	52,672	13,406	11,830	0	0	7,096	1,595	30,593	297,645
Lehigh Valley	138,069	25,752	52,826	52,128	11,161	13,285	0	0	22,203	2,644	50,698	368,766
NEPA	40,945	39,460	60,484	44,570	17,148	11,787	0	0	6,721	0	0	221,114
SEDA-COG	53,414	28,605	65,893	32,658	10,883	9,195	0	0	0	0	0	200,647
Altoona	11,315	6,381	10,175	7,579	2,763	4,518	0	0	1,685	0	0	44,415
Johnstown	21,419	7,387	19,373	8,883	2,669	4,425	0	0	4,929	0	0	69,084
Centre County	18,979	6,237	12,849	7,860	2,330	4,253	0	0	2,041	0	0	54,549
Williamsport	12,770	9,343	21,227	8,402	3,309	4,339	0	0	0	0	0	59,390
Erie	14,674	15,326	26,120	17,601	6,726	6,977	0	0	3,719	0	0	91,143
Lancaster	39,508	25,831	41,804	29,723	11,417	10,860	0	0	17,819	1,681	32,237	210,880
York	19,454	16,603	40,810	15,801	5,736	9,535	0	0	14,922	970	18,608	142,441
Reading	97,661	25,639	35,982	51,273	12,900	9,961	0	0	14,114	1,113	21,351	269,995
Lebanon	5,980	5,794	11,045	6,227	2,363	4,587	0	0	4,582	0	0	40,579
Mercer	5,030	11,154	13,794	13,295	5,378	4,628	0	0	1,546	165	3,166	58,156
Adams	9,066	6,830	14,102	5,824	2,666	4,028	0	0	1,344	0	0	43,859
Franklin	8,030	7,444	16,972	7,306	2,678	4,855	0	0	1,983	0	0	49,266
Total Urban	1,729,122	575,337	1,113,136	876,343	245,146	233,082	0	0	344,383	33,005	632,889	5,782,443
Northwest	68,321	34,116	70,097	44,635	13,509	7,154	0	0	0	0	0	237,832
N. Central	31,543	32,678	69,434	32,712	12,273	7,175	0	0	1,082	0	0	186,897
N. Tier	22,891	31,125	79,500	26,411	10,777	6,485	0	0	931	0	0	178,120
S. Alleghenies	21,992	26,501	56,779	25,154	10,482	6,662	0	0	0	0	0	147,570
Wayne County	0	8,858	22,113	7,694	3,000	2,910	0	0	0	0	0	44,574
Total Rural	144,747	133,279	297,923	136,605	50,041	30,384	0	0	2,013	0	0	794,992
Interstate Program	1,269,512	0	131,859	177,265	0	0	238,286	0	0	0	0	1,816,922
Statewide Program	0	0	0	0	0	0	0	28,636	0	73,238	0	101,874
Statewide Reserve	788,508	0	541,650	0	0	140,000	0	0	0	0	0	1,470,158
RBR Regional Share	0	0	61,788	61,788	0	0	0	0	0	0	0	123,575
GRAND TOTAL	3,931,889	708,616	2,146,355	1,252,000	295,187	403,466	238,286	28,636	346,397	106,243	632,889	10,089,964

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP- Urban	Total
DVRPC	144,965	27,132	69,409	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,470
SPC	118,383	43,457	90,617	66,377	18,527	11,398	0	0	22,340	1,813	35,116	408,027
Harrisburg	22,639	6,549	14,409	10,148	2,707	3,107	0	0	5,055	465	9,002	74,082
Scranton/WB	24,795	7,595	14,608	13,166	3,351	2,980	0	0	0	399	7,727	74,621
Lehigh Valley	34,806	6,464	14,944	13,027	2,790	3,348	0	0	5,954	661	12,804	94,799
NEPA	10,322	9,905	17,158	11,134	4,287	2,970	0	0	1,802	0	0	57,578
SEDA-COG	13,465	7,180	18,595	8,161	2,721	2,315	0	0	0	0	0	52,438
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,649	1,963	583	1,068	0	0	0	0	0	13,613
Williamsport	3,219	2,345	5,994	2,099	827	1,090	0	0	0	0	0	15,575
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,851	7,425	2,854	2,736	0	0	4,779	420	8,142	54,651
York	4,904	4,168	11,520	3,948	1,434	2,401	0	0	4,002	243	4,700	37,319
Reading	24,620	6,436	10,137	12,817	3,225	2,509	0	0	3,785	278	5,393	69,199
Lebanon	1,508	1,454	3,110	1,557	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,627
Adams	2,285	1,714	4,024	1,452	666	1,012	0	0	0	0	0	11,155
Franklin	2,024	1,869	4,792	1,825	669	1,220	0	0	0	0	0	12,400
Total Urban	435,899	144,422	314,385	219,005	61,286	58,727	0	0	87,149	8,251	159,843	1,488,968
Northwest	17,223	8,564	19,807	11,153	3,377	1,800	0	0	0	0	0	61,925
N. Central	7,952	8,203	19,668	8,169	3,068	1,806	0	0	0	0	0	48,866
N. Tier	5,771	7,813	22,478	6,595	2,694	1,632	0	0	0	0	0	46,983
S. Alleghenies	5,544	6,652	16,094	6,281	2,620	1,676	0	0	0	0	0	38,868
Wayne County	0	2,224	6,233	1,923	750	730	0	0	0	0	0	11,859
Total Rural	36,490	33,456	84,280	34,121	12,510	7,644	0	0	0	0	0	208,501
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	31,115
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,068	11,670	14,253	0	0	36,881	3,932	76,160	436,469
SPC	118,383	43,457	90,600	66,360	18,527	11,398	0	0	22,340	1,813	35,116	407,993
Harrisburg	22,639	6,549	14,407	10,146	2,707	3,107	0	0	5,055	465	9,002	74,077
Scranton/WB	24,795	7,595	14,607	13,165	3,351	2,980	0	0	0	399	7,727	74,620
Lehigh Valley	34,806	6,464	14,941	13,024	2,790	3,348	0	0	5,954	661	12,804	94,793
NEPA	10,322	9,905	17,154	11,129	4,287	2,970	0	0	1,802	0	0	57,569
SEDA-COG	13,465	7,180	18,593	8,159	2,721	2,315	0	0	0	0	0	52,434
Altoona	2,852	1,602	2,875	1,894	691	1,135	0	0	0	0	0	11,049
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,031
Centre County	4,784	1,566	3,647	1,962	583	1,068	0	0	0	0	0	13,610
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,574
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,849	7,422	2,854	2,736	0	0	4,779	420	8,142	54,645
York	4,904	4,168	11,519	3,946	1,434	2,401	0	0	4,002	243	4,700	37,317
Reading	24,620	6,436	10,136	12,817	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,601
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,023	1,451	666	1,012	0	0	0	0	0	11,151
Franklin	2,024	1,869	4,791	1,825	669	1,220	0	0	0	0	0	12,398
Total Urban	435,899	144,422	314,345	218,965	61,286	58,727	0	0	87,149	8,251	159,843	1,488,888
Northwest	17,223	8,564	19,804	11,150	3,377	1,800	0	0	0	0	0	61,919
N. Central	7,952	8,203	19,664	8,165	3,068	1,806	0	0	0	0	0	48,858
N. Tier	5,771	7,813	22,475	6,592	2,694	1,632	0	0	0	0	0	46,976
S. Alleghenies	5,544	6,652	16,090	6,277	2,620	1,676	0	0	0	0	0	38,861
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,858
Total Rural	36,490	33,456	84,265	34,106	12,510	7,644	0	0	0	0	0	208,471
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	31,225
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,408	52,067	11,670	14,253	0	0	36,881	3,932	76,160	436,468
SPC	118,383	43,457	90,591	66,351	18,527	11,398	0	0	22,340	1,813	35,116	407,975
Harrisburg	22,639	6,549	14,406	10,145	2,707	3,107	0	0	5,055	465	9,002	74,075
Scranton/WB	24,795	7,595	14,606	13,165	3,351	2,980	0	0	0	399	7,727	74,619
Lehigh Valley	34,806	6,464	14,940	13,023	2,790	3,348	0	0	5,954	661	12,804	94,791
NEPA	10,322	9,905	17,151	11,127	4,287	2,970	0	0	1,802	0	0	57,564
SEDA-COG	13,465	7,180	18,592	8,158	2,721	2,315	0	0	0	0	0	52,432
Altoona	2,852	1,602	2,875	1,893	691	1,135	0	0	0	0	0	11,048
Johnstown	5,399	1,854	5,456	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,647	1,961	583	1,068	0	0	0	0	0	13,609
Williamsport	3,219	2,345	5,993	2,098	827	1,090	0	0	0	0	0	15,573
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,847	7,421	2,854	2,736	0	0	4,779	420	8,142	54,642
York	4,904	4,168	11,518	3,946	1,434	2,401	0	0	4,002	243	4,700	37,315
Reading	24,620	6,436	10,136	12,816	3,225	2,509	0	0	3,785	278	5,393	69,198
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,887	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,022	1,450	666	1,012	0	0	0	0	0	11,150
Franklin	2,024	1,869	4,791	1,824	669	1,220	0	0	0	0	0	12,398
Total Urban	435,899	144,422	314,325	218,945	61,286	58,727	0	0	87,149	8,251	159,843	1,488,848
Northwest	17,223	8,564	19,803	11,149	3,377	1,800	0	0	0	0	0	61,916
N. Central	7,952	8,203	19,662	8,163	3,068	1,806	0	0	0	0	0	48,854
N. Tier	5,771	7,813	22,473	6,590	2,694	1,632	0	0	0	0	0	46,972
S. Alleghenies	5,544	6,652	16,089	6,275	2,620	1,676	0	0	0	0	0	38,857
Wayne County	0	2,224	6,232	1,922	750	730	0	0	0	0	0	11,857
Total Rural	36,490	33,456	84,258	34,099	12,510	7,644	0	0	0	0	0	208,456
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	31,280
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,407	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,466
SPC	118,383	43,457	90,572	66,332	18,527	11,398	0	0	22,340	1,813	35,116	407,937
Harrisburg	22,639	6,549	14,403	10,143	2,707	3,107	0	0	5,055	465	9,002	74,070
Scranton/WB	24,795	7,595	14,606	13,164	3,351	2,980	0	0	0	399	7,727	74,617
Lehigh Valley	34,806	6,464	14,937	13,020	2,790	3,348	0	0	5,954	661	12,804	94,785
NEPA	10,322	9,905	17,146	11,122	4,287	2,970	0	0	1,802	0	0	57,555
SEDA-COG	13,465	7,180	18,590	8,156	2,721	2,315	0	0	0	0	0	52,428
Altoona	2,852	1,602	2,874	1,893	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,220	667	1,112	0	0	1,322	0	0	18,030
Centre County	4,784	1,566	3,646	1,960	583	1,068	0	0	0	0	0	13,607
Williamsport	3,219	2,345	5,992	2,097	827	1,090	0	0	0	0	0	15,571
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,734
Lancaster	9,960	6,484	11,844	7,417	2,854	2,736	0	0	4,779	420	8,142	54,636
York	4,904	4,168	11,517	3,944	1,434	2,401	0	0	4,002	243	4,700	37,313
Reading	24,620	6,436	10,135	12,816	3,225	2,509	0	0	3,785	278	5,393	69,196
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,626
Adams	2,285	1,714	4,020	1,448	666	1,012	0	0	0	0	0	11,146
Franklin	2,024	1,869	4,790	1,824	669	1,220	0	0	0	0	0	12,397
Total Urban	435,899	144,422	314,281	218,901	61,286	58,727	0	0	87,149	8,251	159,843	1,488,760
Northwest	17,223	8,564	19,799	11,146	3,377	1,800	0	0	0	0	0	61,910
N. Central	7,952	8,203	19,657	8,158	3,068	1,806	0	0	0	0	0	48,844
N. Tier	5,771	7,813	22,469	6,586	2,694	1,632	0	0	0	0	0	46,965
S. Alleghenies	5,544	6,652	16,084	6,271	2,620	1,676	0	0	0	0	0	38,849
Wayne County	0	2,224	6,232	1,921	750	730	0	0	0	0	0	11,856
Total Rural	36,490	33,456	84,242	34,083	12,510	7,644	0	0	0	0	0	208,424
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	31,400
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2023-2026 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	579,860	108,526	277,633	208,270	46,680	57,012	0	0	147,525	15,726	304,641	1,745,873
SPC	473,532	173,828	362,379	265,421	74,106	45,591	0	0	89,359	7,251	140,465	1,631,933
Harrisburg	90,557	26,198	57,625	40,582	10,827	12,429	0	0	20,220	1,859	36,008	296,304
Scranton/WB	99,180	30,379	58,427	52,661	13,406	11,922	0	0	0	1,595	30,907	298,477
Lehigh Valley	139,225	25,857	59,763	52,093	11,161	13,390	0	0	23,817	2,644	51,217	379,168
NEPA	41,287	39,621	68,609	44,512	17,148	11,879	0	0	7,209	0	0	230,265
SEDA-COG	53,861	28,722	74,370	32,633	10,883	9,262	0	0	0	0	0	209,731
Altoona	11,410	6,407	11,499	7,574	2,763	4,541	0	0	0	0	0	44,193
Johnstown	21,598	7,417	21,823	8,879	2,669	4,448	0	0	5,287	0	0	72,122
Centre County	19,138	6,262	14,589	7,847	2,330	4,274	0	0	0	0	0	54,440
Williamsport	12,877	9,381	23,973	8,392	3,309	4,360	0	0	0	0	0	62,293
Erie	14,797	15,389	29,400	17,600	6,726	7,024	0	0	0	0	0	90,935
Lancaster	39,838	25,937	47,391	29,685	11,417	10,943	0	0	19,115	1,681	32,568	218,575
York	19,617	16,671	46,073	15,784	5,736	9,606	0	0	16,006	970	18,799	149,264
Reading	98,478	25,743	40,544	51,266	12,900	10,036	0	0	15,140	1,113	21,570	276,791
Lebanon	6,030	5,818	12,439	6,226	2,363	4,611	0	0	4,915	0	0	42,402
Mercer	5,072	11,200	15,547	13,292	5,378	4,652	0	0	0	165	3,198	58,505
Adams	9,142	6,858	16,089	5,801	2,666	4,047	0	0	0	0	0	44,602
Franklin	8,097	7,475	19,164	7,298	2,678	4,881	0	0	0	0	0	49,592
Total Urban	1,743,597	577,689	1,257,336	875,816	245,146	234,908	0	0	348,594	33,005	639,372	5,955,464
Northwest	68,893	34,256	79,213	44,598	13,509	7,202	0	0	0	0	0	247,670
N. Central	31,807	32,811	78,651	32,656	12,273	7,223	0	0	0	0	0	195,422
N. Tier	23,082	31,253	89,895	26,363	10,777	6,527	0	0	0	0	0	187,896
S. Alleghenies	22,176	26,610	64,358	25,104	10,482	6,705	0	0	0	0	0	155,435
Wayne County	0	8,894	24,929	7,688	3,000	2,918	0	0	0	0	0	47,430
Total Rural	145,959	133,824	337,045	136,409	50,041	30,575	0	0	0	0	0	833,853
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	125,020
GRAND TOTAL	3,951,617	711,513	2,383,028	1,252,000	295,187	405,483	244,396	28,783	348,594	106,243	639,372	10,366,216

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP- Urban	Total
DVRPC	144,965	27,132	69,406	52,066	11,670	14,253	0	0	36,881	3,932	76,160	436,465
SPC	118,383	43,457	90,556	66,317	18,527	11,398	0	0	22,340	1,813	35,116	407,906
Harrisburg	22,639	6,549	14,401	10,141	2,707	3,107	0	0	5,055	465	9,002	74,066
Scranton/WB	24,795	7,595	14,605	13,163	3,351	2,980	0	0	0	399	7,727	74,615
Lehigh Valley	34,806	6,464	14,935	13,017	2,790	3,348	0	0	5,954	661	12,804	94,780
NEPA	10,322	9,905	17,142	11,118	4,287	2,970	0	0	1,802	0	0	57,546
SEDA-COG	13,465	7,180	18,588	8,154	2,721	2,315	0	0	0	0	0	52,424
Altoona	2,852	1,602	2,874	1,892	691	1,135	0	0	0	0	0	11,047
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,645	1,959	583	1,068	0	0	0	0	0	13,605
Williamsport	3,219	2,345	5,992	2,096	827	1,090	0	0	0	0	0	15,570
Erie	3,699	3,847	7,350	4,400	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,841	7,415	2,854	2,736	0	0	4,779	420	8,142	54,631
York	4,904	4,168	11,515	3,943	1,434	2,401	0	0	4,002	243	4,700	37,310
Reading	24,620	6,436	10,135	12,815	3,225	2,509	0	0	3,785	278	5,393	69,195
Lebanon	1,508	1,454	3,110	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,323	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,018	1,446	666	1,012	0	0	0	0	0	11,143
Franklin	2,024	1,869	4,790	1,823	669	1,220	0	0	0	0	0	12,396
Total Urban	435,899	144,422	314,245	218,865	61,286	58,727	0	0	87,149	8,251	159,843	1,488,687
Northwest	17,223	8,564	19,797	11,143	3,377	1,800	0	0	0	0	0	61,905
N. Central	7,952	8,203	19,653	8,155	3,068	1,806	0	0	0	0	0	48,837
N. Tier	5,771	7,813	22,466	6,583	2,694	1,632	0	0	0	0	0	46,958
S. Alleghenies	5,544	6,652	16,081	6,267	2,620	1,676	0	0	0	0	0	38,842
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,856
Total Rural	36,490	33,456	84,228	34,069	12,510	7,644	0	0	0	0	0	208,397
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	31,500
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,406	52,065	11,670	14,253	0	0	36,881	3,932	76,160	436,463
SPC	118,383	43,457	90,537	66,298	18,527	11,398	0	0	22,340	1,813	35,116	407,868
Harrisburg	22,639	6,549	14,399	10,138	2,707	3,107	0	0	5,055	465	9,002	74,062
Scranton/WB	24,795	7,595	14,604	13,162	3,351	2,980	0	0	0	399	7,727	74,614
Lehigh Valley	34,806	6,464	14,932	13,015	2,790	3,348	0	0	5,954	661	12,804	94,775
NEPA	10,322	9,905	17,138	11,113	4,287	2,970	0	0	1,802	0	0	57,537
SEDA-COG	13,465	7,180	18,586	8,152	2,721	2,315	0	0	0	0	0	52,420
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,046
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,644	1,958	583	1,068	0	0	0	0	0	13,603
Williamsport	3,219	2,345	5,991	2,096	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,838	7,412	2,854	2,736	0	0	4,779	420	8,142	54,625
York	4,904	4,168	11,514	3,942	1,434	2,401	0	0	4,002	243	4,700	37,307
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,625
Adams	2,285	1,714	4,016	1,444	666	1,012	0	0	0	0	0	11,139
Franklin	2,024	1,869	4,789	1,823	669	1,220	0	0	0	0	0	12,394
Total Urban	435,899	144,422	314,201	218,821	61,286	58,727	0	0	87,149	8,251	159,843	1,488,600
Northwest	17,223	8,564	19,794	11,140	3,377	1,800	0	0	0	0	0	61,899
N. Central	7,952	8,203	19,649	8,150	3,068	1,806	0	0	0	0	0	48,827
N. Tier	5,771	7,813	22,462	6,579	2,694	1,632	0	0	0	0	0	46,950
S. Alleghenies	5,544	6,652	16,077	6,263	2,620	1,676	0	0	0	0	0	38,833
Wayne County	0	2,224	6,231	1,921	750	730	0	0	0	0	0	11,855
Total Rural	36,490	33,456	84,212	34,053	12,510	7,644	0	0	0	0	0	208,364
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	31,620
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,405	52,064	11,670	14,253	0	0	36,881	3,932	76,160	436,462
SPC	118,383	43,457	90,527	66,287	18,527	11,398	0	0	22,340	1,813	35,116	407,847
Harrisburg	22,639	6,549	14,398	10,137	2,707	3,107	0	0	5,055	465	9,002	74,059
Scranton/WB	24,795	7,595	14,603	13,162	3,351	2,980	0	0	0	399	7,727	74,613
Lehigh Valley	34,806	6,464	14,930	13,013	2,790	3,348	0	0	5,954	661	12,804	94,771
NEPA	10,322	9,905	17,135	11,111	4,287	2,970	0	0	1,802	0	0	57,531
SEDA-COG	13,465	7,180	18,585	8,151	2,721	2,315	0	0	0	0	0	52,418
Altoona	2,852	1,602	2,873	1,892	691	1,135	0	0	0	0	0	11,045
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,029
Centre County	4,784	1,566	3,643	1,958	583	1,068	0	0	0	0	0	13,602
Williamsport	3,219	2,345	5,990	2,095	827	1,090	0	0	0	0	0	15,568
Erie	3,699	3,847	7,350	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,837	7,410	2,854	2,736	0	0	4,779	420	8,142	54,621
York	4,904	4,168	11,513	3,941	1,434	2,401	0	0	4,002	243	4,700	37,306
Reading	24,620	6,436	10,134	12,815	3,225	2,509	0	0	3,785	278	5,393	69,194
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,600
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,015	1,443	666	1,012	0	0	0	0	0	11,137
Franklin	2,024	1,869	4,789	1,822	669	1,220	0	0	0	0	0	12,394
Total Urban	435,899	144,422	314,177	218,797	61,286	58,727	0	0	87,149	8,251	159,843	1,488,552
Northwest	17,223	8,564	19,792	11,139	3,377	1,800	0	0	0	0	0	61,896
N. Central	7,952	8,203	19,646	8,147	3,068	1,806	0	0	0	0	0	48,822
N. Tier	5,771	7,813	22,460	6,577	2,694	1,632	0	0	0	0	0	46,946
S. Alleghenies	5,544	6,652	16,075	6,261	2,620	1,676	0	0	0	0	0	38,829
Wayne County	0	2,224	6,231	1,920	750	730	0	0	0	0	0	11,854
Total Rural	36,490	33,456	84,203	34,044	12,510	7,644	0	0	0	0	0	208,347
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	31,685
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	144,965	27,132	69,404	52,063	11,670	14,253	0	0	36,881	3,932	76,160	436,460
SPC	118,383	43,457	90,507	66,268	18,527	11,398	0	0	22,340	1,813	35,116	407,808
Harrisburg	22,639	6,549	14,395	10,134	2,707	3,107	0	0	5,055	465	9,002	74,054
Scranton/WB	24,795	7,595	14,602	13,161	3,351	2,980	0	0	0	399	7,727	74,611
Lehigh Valley	34,806	6,464	14,927	13,010	2,790	3,348	0	0	5,954	661	12,804	94,765
NEPA	10,322	9,905	17,130	11,105	4,287	2,970	0	0	1,802	0	0	57,521
SEDA-COG	13,465	7,180	18,583	8,149	2,721	2,315	0	0	0	0	0	52,413
Altoona	2,852	1,602	2,873	1,891	691	1,135	0	0	0	0	0	11,044
Johnstown	5,399	1,854	5,455	2,219	667	1,112	0	0	1,322	0	0	18,028
Centre County	4,784	1,566	3,642	1,956	583	1,068	0	0	0	0	0	13,599
Williamsport	3,219	2,345	5,990	2,094	827	1,090	0	0	0	0	0	15,566
Erie	3,699	3,847	7,349	4,399	1,681	1,756	0	0	0	0	0	22,733
Lancaster	9,960	6,484	11,833	7,407	2,854	2,736	0	0	4,779	420	8,142	54,615
York	4,904	4,168	11,512	3,940	1,434	2,401	0	0	4,002	243	4,700	37,303
Reading	24,620	6,436	10,133	12,814	3,225	2,509	0	0	3,785	278	5,393	69,193
Lebanon	1,508	1,454	3,109	1,556	591	1,153	0	0	1,229	0	0	10,599
Mercer	1,268	2,800	3,886	3,322	1,345	1,163	0	0	0	41	800	14,624
Adams	2,285	1,714	4,013	1,441	666	1,012	0	0	0	0	0	11,133
Franklin	2,024	1,869	4,788	1,822	669	1,220	0	0	0	0	0	12,392
Total Urban	435,899	144,422	314,132	218,752	61,286	58,727	0	0	87,149	8,251	159,843	1,488,461
Northwest	17,223	8,564	19,789	11,135	3,377	1,800	0	0	0	0	0	61,889
N. Central	7,952	8,203	19,641	8,143	3,068	1,806	0	0	0	0	0	48,813
N. Tier	5,771	7,813	22,455	6,573	2,694	1,632	0	0	0	0	0	46,938
S. Alleghenies	5,544	6,652	16,070	6,257	2,620	1,676	0	0	0	0	0	38,820
Wayne County	0	2,224	6,230	1,920	750	730	0	0	0	0	0	11,853
Total Rural	36,490	33,456	84,186	34,027	12,510	7,644	0	0	0	0	0	208,313
Interstate Program	317,378	0	37,084	44,316	0	0	61,099	0	0	0	0	459,877
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	198,137	0	144,450	0	0	35,000	0	0	0	0	0	377,587
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	31,810
GRAND TOTAL	987,904	177,878	595,757	313,000	73,797	101,371	61,099	7,196	87,149	26,561	159,843	2,591,554

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Total FFY 2027-2030 -- Highway/Bridge Base Funding Allocation (\$000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges	HSIP	Highway Freight Program	Rail	CMAQ	TAP	STP-Urban	Total
DVRPC	579,860	108,526	277,621	208,258	46,680	57,012	0	0	147,525	15,726	304,641	1,745,849
SPC	473,532	173,828	362,127	265,169	74,106	45,591	0	0	89,359	7,251	140,465	1,631,429
Harrisburg	90,557	26,198	57,593	40,550	10,827	12,429	0	0	20,220	1,859	36,008	296,241
Scranton/WB	99,180	30,379	58,414	52,649	13,406	11,922	0	0	0	1,595	30,907	298,452
Lehigh Valley	139,225	25,857	59,724	52,055	11,161	13,390	0	0	23,817	2,644	51,217	379,092
NEPA	41,287	39,621	68,545	44,447	17,148	11,879	0	0	7,209	0	0	230,136
SEDA-COG	53,861	28,722	74,343	32,606	10,883	9,262	0	0	0	0	0	209,675
Altoona	11,410	6,407	11,493	7,568	2,763	4,541	0	0	0	0	0	44,181
Johnstown	21,598	7,417	21,820	8,876	2,669	4,448	0	0	5,287	0	0	72,115
Centre County	19,138	6,262	14,573	7,831	2,330	4,274	0	0	0	0	0	54,409
Williamsport	12,877	9,381	23,962	8,381	3,309	4,360	0	0	0	0	0	62,272
Erie	14,797	15,389	29,398	17,598	6,726	7,024	0	0	0	0	0	90,932
Lancaster	39,838	25,937	47,350	29,644	11,417	10,943	0	0	19,115	1,681	32,568	218,492
York	19,617	16,671	46,055	15,766	5,736	9,606	0	0	16,006	970	18,799	149,227
Reading	98,478	25,743	40,536	51,259	12,900	10,036	0	0	15,140	1,113	21,570	276,776
Lebanon	6,030	5,818	12,437	6,224	2,363	4,611	0	0	4,915	0	0	42,399
Mercer	5,072	11,200	15,544	13,289	5,378	4,652	0	0	0	165	3,198	58,498
Adams	9,142	6,858	16,063	5,775	2,666	4,047	0	0	0	0	0	44,550
Franklin	8,097	7,475	19,156	7,290	2,678	4,881	0	0	0	0	0	49,576
Total Urban	1,743,597	577,689	1,256,754	875,235	245,146	234,908	0	0	348,594	33,005	639,372	5,954,301
Northwest	68,893	34,256	79,172	44,557	13,509	7,202	0	0	0	0	0	247,589
N. Central	31,807	32,811	78,590	32,594	12,273	7,223	0	0	0	0	0	195,299
N. Tier	23,082	31,253	89,842	26,311	10,777	6,527	0	0	0	0	0	187,791
S. Alleghenies	22,176	26,610	64,302	25,049	10,482	6,705	0	0	0	0	0	155,325
Wayne County	0	8,894	24,923	7,682	3,000	2,918	0	0	0	0	0	47,418
Total Rural	145,959	133,824	336,829	136,193	50,041	30,575	0	0	0	0	0	833,421
Interstate Program	1,269,512	0	148,336	177,265	0	0	244,396	0	0	0	0	1,839,509
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	792,549	0	577,800	0	0	140,000	0	0	0	0	0	1,510,349
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	126,615
GRAND TOTAL	3,951,617	711,513	2,383,028	1,252,000	295,187	405,483	244,396	28,783	348,594	106,243	639,372	10,366,216

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 2: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) [50% A-581]

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
SEDA-COG	30,389.6	3.47%	534.47	536.30	537.08	538.99	2,146.83	540.55	542.46	543.42	545.50	547.24	549.33	550.45	552.63	6,518.42
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) [50% A-185]

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	224.34	225.10	225.43	226.23	901.10	226.89	227.69	228.09	228.97	229.69	230.57	231.04	231.96	2,735.99
SPC	276,302.9	31.59%	4,859.43	4,876.01	4,883.12	4,900.49	19,519.05	4,914.71	4,932.09	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	59,265.58
Harrisburg	34,925.0	3.99%	614.24	616.33	617.23	619.43	2,467.23	621.23	623.42	624.52	626.92	628.91	631.31	632.61	635.10	7,491.24
Scranton/WB	13,629.0	1.56%	239.70	240.52	240.87	241.72	962.80	242.42	243.28	243.71	244.65	245.42	246.36	246.87	247.84	2,923.35
Lehigh Valley	41,874.0	4.79%	736.45	738.96	740.04	742.68	2,958.13	744.83	747.46	748.78	751.65	754.05	756.92	758.47	761.47	8,981.76
NEPA	70,903.5	8.11%	1,247.00	1,251.26	1,253.08	1,257.54	5,008.88	1,261.19	1,265.65	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	15,208.44
Altoona	6,584.4	0.75%	115.80	116.20	116.37	116.78	465.15	117.12	117.53	117.74	118.19	118.57	119.02	119.26	119.74	1,412.32
Johnstown	3,702.1	0.42%	65.11	65.33	65.43	65.66	261.53	65.85	66.08	66.20	66.45	66.67	66.92	67.06	67.32	794.08
Centre County	16,835.4	1.92%	296.09	297.10	297.53	298.59	1,189.31	299.46	300.52	301.05	302.20	303.16	304.32	304.94	306.15	3,611.11
Williamsport	11,654.8	1.33%	204.98	205.68	205.98	206.71	823.34	207.31	208.04	208.41	209.21	209.87	210.67	211.11	211.94	2,499.90
Erie	2,079.0	0.24%	36.56	36.69	36.74	36.87	146.87	36.98	37.11	37.18	37.32	37.44	37.58	37.66	37.81	445.94
Lancaster	45,475.8	5.20%	799.80	802.53	803.70	806.56	3,212.58	808.90	811.76	813.19	816.31	818.91	822.02	823.71	826.96	9,754.33
York	20,394.8	2.33%	358.69	359.91	360.44	361.72	1,440.76	362.77	364.05	364.69	366.09	367.26	368.66	369.42	370.87	4,374.58
Reading	8,141.2	0.93%	143.18	143.67	143.88	144.39	575.12	144.81	145.32	145.58	146.14	146.60	147.16	147.46	148.05	1,746.25
Lebanon	1,655.0	0.19%	29.11	29.21	29.25	29.35	116.92	29.44	29.54	29.59	29.71	29.80	29.92	29.98	30.10	354.99
Mercer	3,586.9	0.41%	63.08	63.30	63.39	63.62	253.39	63.80	64.03	64.14	64.39	64.59	64.84	64.97	65.23	769.37
Adams	28,042.5	3.21%	493.19	494.88	495.60	497.36	1,981.03	498.80	500.57	501.45	503.37	504.98	506.90	507.94	509.94	6,014.98
Franklin	8,918.4	1.02%	156.85	157.39	157.62	158.18	630.03	158.64	159.20	159.48	160.09	160.60	161.21	161.54	162.18	1,912.95
Northwest	44,543.1	5.09%	783.39	786.07	787.21	790.01	3,146.69	792.31	795.11	796.51	799.56	802.11	805.17	806.82	810.00	9,554.27
N. Central	67,603.4	7.73%	1,188.96	1,193.02	1,194.76	1,199.01	4,775.75	1,202.49	1,206.74	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	14,500.59
N. Tier	57,527.4	6.58%	1,011.75	1,015.21	1,016.69	1,020.30	4,063.95	1,023.26	1,026.88	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	12,339.34
S. Alleghenies	60,493.3	6.92%	1,063.91	1,067.55	1,069.10	1,072.91	4,273.47	1,076.02	1,079.82	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	12,975.51
Wayne	6,618.9	0.76%	116.41	116.81	116.98	117.39	467.58	117.73	118.15	118.36	118.81	119.19	119.64	119.89	120.36	1,419.72
Total (No IM)	874,635.9	100.00%	15,382.50	15,435.00	15,457.50	15,512.50	61,787.50	15,557.50	15,612.50	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	187,605.00

Appendix 2: Rapid Bridge Replacement Program -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2019	2020	2021	2022	TIP TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	Total TYP
DVRPC	12,755.5	1.46%	448.67	450.20	450.86	452.46	1,802.19	453.77	455.38	456.18	457.93	459.39	461.14	462.09	463.91	5,471.98
SPC	276,302.9	31.59%	9,718.85	9,752.02	9,766.24	9,800.99	39,038.11	9,829.42	9,864.17	9,881.55	9,919.45	9,951.05	9,988.95	10,009.49	10,048.98	118,531.16
Harrisburg	34,925.0	3.99%	1,228.47	1,232.67	1,234.46	1,238.86	4,934.46	1,242.45	1,246.84	1,249.04	1,253.83	1,257.82	1,262.62	1,265.21	1,270.20	14,982.47
Scranton/WB	13,629.0	1.56%	479.40	481.03	481.73	483.45	1,925.61	484.85	486.56	487.42	489.29	490.85	492.72	493.73	495.68	5,846.70
Lehigh Valley	41,874.0	4.79%	1,472.90	1,477.93	1,480.08	1,485.35	5,916.27	1,489.66	1,494.93	1,497.56	1,503.30	1,508.09	1,513.84	1,516.95	1,522.93	17,963.52
NEPA	70,903.5	8.11%	2,494.00	2,502.52	2,506.16	2,515.08	10,017.77	2,522.38	2,531.30	2,535.75	2,545.48	2,553.59	2,563.32	2,568.59	2,578.72	30,416.89
SEDA-COG	30,389.6	3.47%	1,068.94	1,072.59	1,074.15	1,077.98	4,293.67	1,081.10	1,084.93	1,086.84	1,091.01	1,094.48	1,098.65	1,100.91	1,105.25	13,036.83
Altoona	6,584.4	0.75%	231.60	232.39	232.73	233.56	930.29	234.24	235.07	235.48	236.38	237.14	238.04	238.53	239.47	2,824.64
Johnstown	3,702.1	0.42%	130.22	130.66	130.85	131.32	523.06	131.70	132.17	132.40	132.91	133.33	133.84	134.11	134.64	1,588.16
Centre County	16,835.4	1.92%	592.18	594.20	595.07	597.18	2,378.63	598.92	601.03	602.09	604.40	606.33	608.64	609.89	612.29	7,222.22
Williamsport	11,654.8	1.33%	409.95	411.35	411.95	413.42	1,646.68	414.62	416.08	416.82	418.41	419.75	421.35	422.21	423.88	4,999.79
Erie	2,079.0	0.24%	73.13	73.38	73.48	73.75	293.74	73.96	74.22	74.35	74.64	74.88	75.16	75.31	75.61	891.87
Lancaster	45,475.8	5.20%	1,599.59	1,605.05	1,607.39	1,613.11	6,425.16	1,617.79	1,623.51	1,626.37	1,632.61	1,637.81	1,644.05	1,647.43	1,653.93	19,508.66
York	20,394.8	2.33%	717.38	719.83	720.88	723.44	2,881.53	725.54	728.11	729.39	732.19	734.52	737.32	738.83	741.75	8,749.16
Reading	8,141.2	0.93%	286.36	287.34	287.76	288.78	1,150.25	289.62	290.65	291.16	292.27	293.21	294.32	294.93	296.09	3,492.49
Lebanon	1,655.0	0.19%	58.21	58.41	58.50	58.71	233.83	58.88	59.08	59.19	59.42	59.60	59.83	59.95	60.19	709.98
Mercer	3,586.9	0.41%	126.17	126.60	126.78	127.23	506.78	127.60	128.05	128.28	128.77	129.18	129.67	129.94	130.45	1,538.74
Adams	28,042.5	3.21%	986.38	989.75	991.19	994.72	3,962.05	997.61	1,001.13	1,002.90	1,006.74	1,009.95	1,013.80	1,015.88	1,019.89	12,029.95
Franklin	8,918.4	1.02%	313.70	314.77	315.23	316.35	1,260.06	317.27	318.39	318.95	320.18	321.20	322.42	323.08	324.36	3,825.90
Northwest	44,543.1	5.09%	1,566.79	1,572.13	1,574.43	1,580.03	6,293.38	1,584.61	1,590.21	1,593.02	1,599.13	1,604.22	1,610.33	1,613.64	1,620.01	19,108.54
N. Central	67,603.4	7.73%	2,377.93	2,386.04	2,389.52	2,398.02	9,551.51	2,404.98	2,413.48	2,417.73	2,427.01	2,434.74	2,444.01	2,449.03	2,458.70	29,001.18
N. Tier	57,527.4	6.58%	2,023.51	2,030.41	2,033.37	2,040.61	8,127.89	2,046.53	2,053.76	2,057.38	2,065.27	2,071.85	2,079.74	2,084.02	2,092.24	24,678.68
S. Alleghenies	60,493.3	6.92%	2,127.83	2,135.09	2,138.20	2,145.81	8,546.94	2,152.04	2,159.65	2,163.45	2,171.75	2,178.67	2,186.97	2,191.46	2,200.11	25,951.02
Wayne	6,618.9	0.76%	232.82	233.61	233.95	234.78	935.17	235.47	236.30	236.71	237.62	238.38	239.29	239.78	240.73	2,839.44
Total (No IM)	874,635.9	100.00%	30,765.00	30,870.00	30,915.00	31,025.00	123,575.00	31,115.00	31,225.00	31,280.00	31,400.00	31,500.00	31,620.00	31,685.00	31,810.00	375,210.00

Appendix 3
State Transit Funds
Estimated Annual Funding 2019
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	652,325	17,145	1,021,190
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	229,808	15,231	359,579
	AMTRAN -- Blair	0	3,041	0	3,041
	BCTA -- Beaver	0	3,810	592	4,402
	CAT -- Dauphin	0	8,503	1,039	9,542
	CATA -- Centre	0	6,430	269	6,699
	CCTA -- Cambria	0	6,987	814	7,801
	COLTS -- Lackawanna	0	6,973	2,133	9,106
	EMTA -- Erie	0	9,723	1,141	10,864
	FACT -- Fayette	0	1,120	503	1,623
	HPT -- Hazleton	0	1,985	0	1,985
	LANTA -- Lehigh-Northampton	0	17,103	3,727	20,830
	LCTA -- Luzerne	0	5,807	646	6,453
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	1,940	597	2,537
	MMVTA -- Mid Mon Valley	0	2,886	0	2,886
	MCTA -- Monroe	0	2,011	1,090	3,101
	Pottstown -- Montgomery	0	1,269	0	1,269
	SCTA -- South Central	0	15,879	3,854	19,733
	SVSS -- Shenango Valley	0	792	804	1,596
	WCTA -- Washington	0	1,479	2,369	3,848
	WBT -- Williamsport	0	4,192	0	4,192
	WCTA -- Westmoreland	0	3,461	1,908	5,369
	YATA -- York/Adams	0	6,801	5,132	11,933
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	994,376	58,994	1,519,630
RURAL	ATA	0	5,355	463	5,818
	BTA -- Butler	0	929	0	929
	Carbon	0	254	664	918
	CATA -- Crawford	0	1,323	1,001	2,324
	EMTA -- Endless Mtns.	0	995	1,135	2,130
	ICTA -- Indiana	0	1,652	433	2,085
	Mid-County -- Armstrong	0	607	490	1,097
	Mt. Carmel	0	309	0	309
	NCATA -- New Castle	0	4,376	0	4,376
	STS -- Schuylkill	0	1,602	982	2,584
	TAWC -- Warren	0	683	408	1,091
	Rural Total	0	18,086	5,576	23,662
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Delaware County TMA	0	153	0	153
	Philadelphia Unemployment Project	0	367	0	367
	Philly Philash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	Other Agency Total	0	4,519	0	4,519
	PennDOT Discretion	26,670	0	0	26,670
	Other Unallocated (Urban/Rural)	40,540	20,340	3,020	63,900
	GRAND TOTAL	533,470	1,037,321	92,475	1,663,266

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 17-18.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY17-18 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2020
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	658,848	17,145	1,027,713
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	114,540	232,107	15,231	361,878
	AMTRAN -- Blair	0	3,071	0	3,071
	BCTA -- Beaver	0	3,848	592	4,440
	CAT -- Dauphin	0	8,588	1,039	9,627
	CATA -- Centre	0	6,495	269	6,764
	CCTA -- Cambria	0	7,057	814	7,871
	COLTS -- Lackawanna	0	7,043	2,133	9,176
	EMTA -- Erie	0	9,820	1,141	10,961
	FACT -- Fayette	0	1,131	503	1,634
	HPT -- Hazleton	0	2,004	0	2,004
	LANTA -- Lehigh-Northampton	0	17,274	3,727	21,001
	LCTA -- Luzerne	0	5,865	646	6,511
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,959	597	2,556
	MMVTA -- Mid Mon Valley	0	2,915	0	2,915
	MCTA -- Monroe	0	2,031	1,090	3,121
	Pottstown -- Montgomery	0	1,282	0	1,282
	SCTA -- South Central	0	16,038	3,854	19,892
	SVSS -- Shenango Valley	0	800	804	1,604
	WCTA -- Washington	0	1,494	2,369	3,863
	WBT -- Williamsport	0	4,234	0	4,234
	WCTA -- Westmoreland	0	3,495	1,908	5,403
	YATA -- York/Adams	0	6,869	5,132	12,001
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,004,320	58,994	1,529,574
RURAL	ATA	0	5,409	463	5,872
	BTA -- Butler	0	938	0	938
	Carbon	0	257	664	921
	CATA -- Crawford	0	1,336	1,001	2,337
	EMTA -- Endless Mtns.	0	1,005	1,135	2,140
	ICTA -- Indiana	0	1,669	433	2,102
	Mid-County -- Armstrong	0	613	490	1,103
	Mt. Carmel	0	312	0	312
	NCATA -- New Castle	0	4,419	0	4,419
	STS -- Schuylkill	0	1,618	982	2,600
	TAWC -- Warren	0	690	408	1,098
	Rural Total	0	18,267	5,576	23,843
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	644	0	644
	Chester County TMA	0	896	0	896
	Delaware County TMA	0	155	0	155
	Philadelphia Unemployment Project	0	371	0	371
	Philly Phlash	0	927	0	927
	ACTA	0	675	0	675
	Heritage Health Foundation	0	896	0	896
	Other Agency Total	0	4,564	0	4,564
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,543	3,020	64,173
	GRAND TOTAL	533,590	1,047,694	92,475	1,673,759

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 18-19.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY18-19 allocations.

Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2021
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	665,437	17,145	1,034,302
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	234,428	15,231	364,199
	AMTRAN -- Blair	0	3,102	0	3,102
	BCTA -- Beaver	0	3,887	592	4,479
	CAT -- Dauphin	0	8,674	1,039	9,713
	CATA -- Centre	0	6,560	269	6,829
	CCTA -- Cambria	0	7,127	814	7,941
	COLTS -- Lackawanna	0	7,113	2,133	9,246
	EMTA -- Erie	0	9,919	1,141	11,060
	FACT -- Fayette	0	1,143	503	1,646
	HPT -- Hazleton	0	2,025	0	2,025
	LANTA -- Lehigh-Northampton	0	17,446	3,727	21,173
	LCTA -- Luzerne	0	5,923	646	6,569
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,979	597	2,576
	MMVTA -- Mid Mon Valley	0	2,944	0	2,944
	MCTA -- Monroe	0	2,051	1,090	3,141
	Pottstown -- Montgomery	0	1,295	0	1,295
	SCTA -- South Central	0	16,199	3,854	20,053
	SVSS -- Shenango Valley	0	808	804	1,612
	WCTA -- Washington	0	1,509	2,369	3,878
	WBT -- Williamsport	0	4,277	0	4,277
	WCTA -- Westmoreland	0	3,530	1,908	5,438
	YATA -- York/Adams	0	6,937	5,132	12,069
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,014,363	58,994	1,539,617
RURAL	ATA	0	5,463	463	5,926
	BTA -- Butler	0	948	0	948
	Carbon	0	260	664	924
	CATA -- Crawford	0	1,350	1,001	2,351
	EMTA -- Endless Mtns.	0	1,016	1,135	2,151
	ICTA -- Indiana	0	1,685	433	2,118
	Mid-County -- Armstrong	0	619	490	1,109
	Mt. Carmel	0	315	0	315
	NCATA -- New Castle	0	4,463	0	4,463
	STS -- Schuylkill	0	1,634	982	2,616
	TAWC -- Warren	0	697	408	1,105
	Rural Total	0	18,450	5,576	24,026
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	650	0	650
	Chester County TMA	0	905	0	905
	Delaware County TMA	0	156	0	156
	Philadelphia Unemployment Project	0	375	0	375
	Philly Phlash	0	936	0	936
	ACTA	0	682	0	682
	Heritage Health Foundation	0	905	0	905
	Other Agency Total	0	4,609	0	4,609
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,748	3,020	64,378
	GRAND TOTAL	533,590	1,058,171	92,475	1,684,236

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 19-20.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY19-20 allocations. Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs. Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2022
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	351,720	672,091	17,145	1,040,956
	<i>Krapf's Coach - Chester</i>	0	19	0	19
	<i>Upper Merion</i>	0	20	0	20
	PAAC	114,540	236,772	15,231	366,543
	AMTRAN -- Blair	0	3,133	0	3,133
	BCTA -- Beaver	0	3,926	592	4,518
	CAT -- Dauphin	0	8,761	1,039	9,800
	CATA -- Centre	0	6,625	269	6,894
	CCTA -- Cambria	0	7,198	814	8,012
	COLTS -- Lackawanna	0	7,184	2,133	9,317
	EMTA -- Erie	0	10,018	1,141	11,159
	FACT -- Fayette	0	1,154	503	1,657
	HPT -- Hazleton	0	2,045	0	2,045
	LANTA -- Lehigh-Northampton	0	17,621	3,727	21,348
	LCTA -- Luzerne	0	5,982	646	6,628
	<i>Martz</i>	0	14	0	14
	LT -- Lebanon	0	1,998	597	2,595
	MMVTA -- Mid Mon Valley	0	2,974	0	2,974
	MCTA -- Monroe	0	2,072	1,090	3,162
	Pottstown -- Montgomery	0	1,308	0	1,308
	SCTA -- South Central	0	16,361	3,854	20,215
	SVSS -- Shenango Valley	0	816	804	1,620
	WCTA -- Washington	0	1,524	2,369	3,893
	WBT -- Williamsport	0	4,319	0	4,319
	WCTA -- Westmoreland	0	3,565	1,908	5,473
	YATA -- York/Adams	0	7,007	5,132	12,139
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	466,260	1,024,507	58,994	1,549,761
RURAL	ATA	0	5,518	463	5,981
	BTA -- Butler	0	957	0	957
	Carbon	0	262	664	926
	CATA -- Crawford	0	1,363	1,001	2,364
	EMTA -- Endless Mtns.	0	1,026	1,135	2,161
	ICTA -- Indiana	0	1,702	433	2,135
	Mid-County -- Armstrong	0	625	490	1,115
	Mt. Carmel	0	319	0	319
	NCATA -- New Castle	0	4,508	0	4,508
	STS -- Schuylkill	0	1,650	982	2,632
	TAWC -- Warren	0	704	408	1,112
	Rural Total	0	18,634	5,576	24,210
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	436	436
	BLAIR COUNTY SENIOR SERVICES	0	0	1,379	1,379
	BUCKS COUNTY TRANSPORT, INC.	0	0	4,118	4,118
	BUTLER COUNTY	0	0	679	679
	CENTRE COUNTY	0	0	632	632
	CLARION COUNTY	0	0	313	313
	COMMUNITY TRANS OF DELAWARE	0	0	3,193	3,193
	FOREST COUNTY	0	0	293	293
	GREENE COUNTY	0	0	416	416
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,376	1,376
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	3,096	3,096
	MIFFLIN-JUNIATA AA ON AGING	0	0	422	422
	PERRY COUNTY	0	0	123	123
	PIKE COUNTY	0	0	394	394
	SOMERSET COUNTY	0	0	235	235
	STEP (Clinton/ Lycoming)	0	0	1,017	1,017
	SUBURBAN TRANS (Montgomery)	0	0	5,133	5,133
	Susquehanna Co.	0	0	679	679
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	951	951
	Shared-Ride Total	0	0	24,885	24,885
Other Agencies	Bucks County Transport	0	657	0	657
	Chester County TMA	0	914	0	914
	Delaware County TMA	0	158	0	158
	Philadelphia Unemployment Project	0	378	0	378
	Philly Phlash	0	946	0	946
	ACTA	0	688	0	688
	Heritage Health Foundation	0	914	0	914
	Other Agency Total	0	4,656	0	4,656
	PennDOT Discretion	26,720	0	0	26,720
	Other Unallocated (Urban/Rural)	40,610	20,956	3,020	64,586
	GRAND TOTAL	533,590	1,068,753	92,475	1,694,818

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations.

Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 3
State Transit Funds
Estimated Annual Funding 2018-2022
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,406,880	2,648,702	68,580	4,124,162
	<i>Krapf's Coach - Chester</i>	0	74	0	74
	<i>Upper Merion</i>	0	78	0	78
	PAAC	458,160	933,115	60,924	1,452,199
	AMTRAN -- Blair	0	12,348	0	12,348
	BCTA -- Beaver	0	15,472	2,368	17,840
	CAT -- Dauphin	0	34,527	4,156	38,683
	CATA -- Centre	0	26,110	1,076	27,186
	CCTA -- Cambria	0	28,369	3,256	31,625
	COLTS -- Lackawanna	0	28,314	8,532	36,846
	EMTA -- Erie	0	39,480	4,564	44,044
	FACT -- Fayette	0	4,549	2,012	6,561
	HPT -- Hazleton	0	8,058	0	8,058
	LANTA -- Lehigh-Northampton	0	69,443	14,908	84,351
	LCTA -- Luzerne	0	23,577	2,584	26,161
	<i>Martz</i>	0	55	0	55
	LT -- Lebanon	0	7,875	2,388	10,263
	MMVTA -- Mid Mon Valley	0	11,719	0	11,719
	MCTA -- Monroe	0	8,164	4,360	12,524
	Pottstown -- Montgomery	0	5,154	0	5,154
	SCTA -- South Central	0	64,477	15,416	79,893
	SVSS -- Shenango Valley	0	3,215	3,216	6,431
	WCTA -- Washington	0	6,006	9,476	15,482
	WBT -- Williamsport	0	17,023	0	17,023
	WCTA -- Westmoreland	0	14,051	7,632	21,683
	YATA -- York/Adams	0	27,613	20,528	48,141
	Unallocated Other Urban Systems	0	0	0	0
	Urban Total	1,865,040	4,037,567	235,976	6,138,583
RURAL	ATA	0	21,745	1,852	23,597
	BTA -- Butler	0	3,772	0	3,772
	Carbon	0	1,033	2,656	3,689
	CATA -- Crawford	0	5,372	4,004	9,376
	EMTA -- Endless Mtns.	0	4,042	4,540	8,582
	ICTA -- Indiana	0	6,708	1,732	8,440
	Mid-County -- Armstrong	0	2,464	1,960	4,424
	Mt. Carmel	0	1,256	0	1,256
	NCATA -- New Castle	0	17,766	0	17,766
	STS -- Schuylkill	0	6,504	3,928	10,432
	TAWC -- Warren	0	2,775	1,632	4,407
	Rural Total	0	73,437	22,304	95,741
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,744	1,744
	BLAIR COUNTY SENIOR SERVICES	0	0	5,516	5,516
	BUCKS COUNTY TRANSPORT, INC.	0	0	16,472	16,472
	BUTLER COUNTY	0	0	2,716	2,716
	CENTRE COUNTY	0	0	2,528	2,528
	CLARION COUNTY	0	0	1,252	1,252
	COMMUNITY TRANS OF DELAWARE	0	0	12,772	12,772
	FOREST COUNTY	0	0	1,172	1,172
	GREENE COUNTY	0	0	1,664	1,664
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	5,504	5,504
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	12,384	12,384
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,688	1,688
	PERRY COUNTY	0	0	492	492
	PIKE COUNTY	0	0	1,576	1,576
	SOMERSET COUNTY	0	0	940	940
	STEP (Clinton/ Lycoming)	0	0	4,068	4,068
	SUBURBAN TRANS (Montgomery)	0	0	20,532	20,532
	Susquehanna Co.	0	0	2,716	2,716
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	3,804	3,804
	Shared-Ride Total	0	0	99,540	99,540
Other Agencies	Bucks County Transport	0	2,589	0	2,589
	Chester County TMA	0	3,603	0	3,603
	Delaware County TMA	0	621	0	621
	Philadelphia Unemployment Project	0	1,491	0	1,491
	Philly Phlash	0	3,727	0	3,727
	ACTA	0	2,713	0	2,713
	Heritage Health Foundation	0	3,603	0	3,603
	Other Agency Total	0	18,347	0	18,347
	PennDOT Discretion	106,830	0	0	106,830
	Other Unallocated (Urban/Rural)	162,370	82,587	12,080	257,037
	GRAND TOTAL	2,134,240	4,211,939	369,900	6,716,079

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. This projection is for SFY 20-21.

Distribution for all fiscal years is based on FY 2015-16 operating statistics and uses SFY20-21 allocations.

Additional operating funding is projected at 2% increase and will be distributed using performance factors from the prior year and is captured in Other Unallocated under 1513 Operating.

@ Shared Ride allocation is based on SFY 16-17 actual grants for both the Shared-Ride and PwD Programs.

Assume similar distribution in subsequent years.

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit		FY 2019					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,209	0	663	0	0	917	9,789
Altoona*	1,295	0	0	0	0	0	1,295
East Stroudsburg*	827	0	0	0	0	0	827
Erie*	3,970	0	0	0	0	0	3,970
Harrisburg*	4,723	0	437	0	0	476	5,636
Hanover*	984	0	0	0	0	0	984
Hazleton*	870	0	0	0	0	0	870
Johnstown*	1,441	15	0	0	0	0	1,456
Lancaster*	4,768	0	410	0	0	461	5,638
Lebanon*	1,120	0	0	0	0	0	1,120
Monessen*	1,126	0	0	0	0	0	1,126
Philadelphia**	126,984	121,375	3,544	0	0	7,506	259,408
Pittsburgh**	40,885	21,891	1,921	0	0	2,909	67,606
Pottstown*	1,400	0	0	0	0	0	1,400
Reading*	3,757	0	278	0	0	385	4,419
Scranton/Wilkes-Barre*	4,934	0	459	0	0	502	5,894
Sharon*	432	0	54	0	0	0	486
State College*	2,911	0	0	0	0	0	2,911
Uniontown-Connellsville*	1,098	0	0	0	0	0	1,098
Williamsport*	2,118	0	0	0	0	0	2,118
York*	2,885	0	237	0	0	295	3,417
Large Urban	7,143	3,838	0	0	0	0	10,982
Small Urban	1,636	0	2,159	0	0	0	3,795
Large or Small Urban	1,818	11,558	0	0	0	3,551	16,927
Non Urbanized	0	0	2,437	20,544	0	0	22,982
Intercity Bus	0	0	0	3,626	0	0	3,626
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	227,334	158,677	12,599	24,170	4,788	17,001	444,568

+ These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit		FY 2020					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+ These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit		FFY 2021					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit		FFY 2022					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,383	0	677	0	0	941	10,002
Altoona*	1,322	0	0	0	0	0	1,322
East Stroudsburg*	844	0	0	0	0	0	844
Erie*	4,055	0	0	0	0	0	4,055
Harrisburg*	4,823	0	446	0	0	489	5,758
Hanover*	1,005	0	0	0	0	0	1,005
Hazleton*	888	0	0	0	0	0	888
Johnstown*	1,471	15	0	0	0	0	1,487
Lancaster*	4,869	0	419	0	0	473	5,760
Lebanon*	1,144	0	0	0	0	0	1,144
Monessen*	1,150	0	0	0	0	0	1,150
Philadelphia**	129,676	123,463	3,619	0	0	7,705	264,462
Pittsburgh**	41,752	22,267	1,962	0	0	2,986	68,967
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,836	0	284	0	0	395	4,515
Scranton/Wilkes-Barre*	5,038	0	469	0	0	515	6,022
Sharon*	441	0	55	0	0	0	496
State College*	2,973	0	0	0	0	0	2,973
Uniontown-Connellsville*	1,122	0	0	0	0	0	1,122
Williamsport*	2,163	0	0	0	0	0	2,163
York*	2,946	0	242	0	0	303	3,491
Large Urban	7,295	3,905	0	0	0	0	11,199
Small Urban	1,671	0	2,204	0	0	0	3,875
Large or Small Urban	1,857	11,756	0	0	0	3,645	17,259
Non Urbanized	0	0	2,489	21,021	0	0	23,510
Intercity Bus	0	0	0	3,710	0	0	3,710
Appalachian Counties	0	0	0	0	4,788	0	4,788
TOTALS	232,153	161,406	12,866	24,731	4,788	17,451	453,395

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2019 Financial Guidance
Federal Transit Funding 2019-2022 (\$000)

Federal Transit		Total FFY 2019 - FFY 2022					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	33,360	0	2,696	0	0	3,739	39,794
Altoona*	5,261	0	0	0	0	0	5,261
East Stroudsburg*	3,360	0	0	0	0	0	3,360
Erie*	16,134	0	0	0	0	0	16,134
Harrisburg*	19,192	0	1,775	0	0	1,943	22,910
Hanover*	3,997	0	0	0	0	0	3,997
Hazleton*	3,533	0	0	0	0	0	3,533
Johnstown*	5,855	61	0	0	0	0	5,916
Lancaster*	19,376	0	1,665	0	0	1,879	22,920
Lebanon*	4,553	0	0	0	0	0	4,553
Monessen*	4,575	0	0	0	0	0	4,575
Philadelphia**	516,011	491,762	14,401	0	0	30,620	1,052,795
Pittsburgh**	166,141	88,692	7,806	0	0	11,868	274,506
Pottstown*	5,688	0	0	0	0	0	5,688
Reading*	15,265	0	1,129	0	0	1,570	17,964
Scranton/Wilkes-Barre*	20,049	0	1,865	0	0	2,046	23,959
Sharon*	1,755	0	220	0	0	0	1,975
State College*	11,831	0	0	0	0	0	11,831
Uniontown-Connellsville*	4,463	0	0	0	0	0	4,463
Williamsport*	8,606	0	0	0	0	0	8,606
York*	11,725	0	964	0	0	1,203	13,891
Large Urban	29,027	15,552	0	0	0	0	44,579
Small Urban	6,649	0	8,771	0	0	0	15,420
Large or Small Urban	7,389	46,827	0	0	0	14,488	68,704
Non Urbanized	0	0	9,904	83,607	0	0	93,511
Intercity Bus	0	0	0	14,756	0	0	14,756
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	923,794	642,894	51,196	98,363	19,152	69,355	1,804,754

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

Appendix 5
2019-2022 Federal and State Transit Funding by Region
(\$000)

Region	2019			2020			2021			2022			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	260,808	1,041,000	1,301,808	265,892	1,047,566	1,313,458	265,892	1,054,198	1,320,089	265,892	1,060,896	1,326,787	1,058,483	4,203,659	5,262,142
SPC	69,830	389,281	459,111	71,238	391,798	463,036	71,238	394,340	465,578	71,238	396,907	468,145	283,544	1,572,326	1,855,870
Harrisburg	5,636	9,665	15,301	5,758	9,750	15,508	5,758	9,836	15,594	5,758	9,923	15,681	22,910	39,175	62,085
Scranton/WB	6,764	17,557	24,320	6,910	17,704	24,614	6,910	17,854	24,763	6,910	18,004	24,914	27,493	71,119	98,612
Lehigh Valley	9,789	20,830	30,619	10,002	21,001	31,002	10,002	21,173	31,175	10,002	21,348	31,350	39,794	84,351	124,146
NEPA	827	6,997	7,824	844	7,036	7,880	844	7,075	7,919	844	7,114	7,958	3,360	28,221	31,581
SEDA-COG	0	731	731	0	734	734	0	737	737	0	741	741	0	2,944	2,944
Altoona	1,295	4,420	5,715	1,322	4,450	5,773	1,322	4,481	5,803	1,322	4,512	5,834	5,261	17,864	23,125
Johnstown	1,456	7,801	9,257	1,487	7,871	9,357	1,487	7,941	9,428	1,487	8,012	9,499	5,916	31,625	37,541
Centre County	2,911	7,331	10,243	2,973	7,396	10,369	2,973	7,461	10,434	2,973	7,526	10,499	11,831	29,714	41,545
Williamsport	2,118	5,209	7,327	2,163	5,251	7,414	2,163	5,294	7,457	2,163	5,336	7,499	8,606	21,091	29,697
Erie	3,970	10,864	14,835	4,055	10,961	15,016	4,055	11,060	15,114	4,055	11,159	15,213	16,134	44,044	60,178
Lancaster	5,638	8,406	14,045	5,760	8,474	14,235	5,760	8,542	14,303	5,760	8,611	14,372	22,920	34,034	56,954
York	4,401	11,933	16,334	4,496	12,001	16,496	4,496	12,069	16,565	4,496	12,139	16,634	17,888	48,141	66,029
Reading	4,419	11,327	15,746	4,515	11,418	15,933	4,515	11,510	16,025	4,515	11,603	16,118	17,964	45,859	63,823
Lebanon	1,120	2,537	3,657	1,144	2,556	3,700	1,144	2,576	3,720	1,144	2,595	3,739	4,553	10,263	14,816
Mercer	486	1,596	2,082	496	1,604	2,100	496	1,612	2,108	496	1,620	2,116	1,975	6,431	8,406
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	381,469	1,557,485	1,938,954	389,054	1,567,571	1,956,626	389,054	1,577,758	1,966,813	389,054	1,588,047	1,977,102	1,548,632	6,290,862	7,839,495
Northwest	0	4,021	4,021	0	4,041	4,041	0	4,062	4,062	0	4,082	4,082	0	16,207	16,207
N. Central	0	5,818	5,818	0	5,872	5,872	0	5,926	5,926	0	5,981	5,981	0	23,597	23,597
N. Tier	0	2,809	2,809	0	2,819	2,819	0	2,830	2,830	0	2,840	2,840	0	11,298	11,298
S. Alleghenies	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	1,611	1,611	0	6,444	6,444
Wayne County	0	951	951	0	951	951	0	951	951	0	951	951	0	3,804	3,804
Total Rural	0	15,211	15,211	0	15,295	15,295	0	15,379	15,379	0	15,464	15,464	0	61,349	61,349
Unallocated	0	63,900	63,900	0	64,173	64,173	0	64,378	64,378	0	64,586	64,586	0	257,037	257,037
Reserve/Other	63,099	26,670	89,769	64,341	26,720	91,061	64,341	26,720	91,061	64,341	26,720	91,061	256,122	106,830	362,952
Grand Total	444,568	1,663,266	2,107,834	453,395	1,673,759	2,127,154	453,395	1,684,236	2,137,631	453,395	1,694,818	2,148,213	1,804,754	6,716,079	8,520,833

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

* Operating Assistance for South Central Transit is distributed 57.4% to Reading and 42.6% to Lancaster

APPENDIX 6 - 2019 Transportation Program Development Schedule

2/23/17	PennDOT Connects/Local Government Collaboration Initiative announced.
3/6/17 to 4/14/17	State Transportation Commission, PennDOT and Planning Partners conduct public outreach/public input to update the Twelve Year Program (TYP), as well as, analyze and prepare results to be shared with the public.
3/21/17	State Transportation Commission and PennDOT conduct Public Meeting Web Cast.
April - September	PennDOT Connects/Local Government Collaboration meetings take place for carry-over and new 2019 TIP projects.
5/1/17 to 5/2/17	Spring Planning Partners' meeting in the Harrisburg area.
By 5/26/17	Draft Financial Guidance is issued.
By 5/26/17	Draft General and Procedural Guidance and 2019 Transportation Program Development Schedule issued.
On 6/15/17	State Transportation Commission meets and is updated on development of the 2019 Program.
By 6/30/17	PennDOT will provide complete feedback from the Public Comment Period to Planning Partners.
By 6/30/17	PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to Planning Partners.
By 6/30/17	PennDOT District project priorities are shared with Planning Partners. PennDOT will provide the MPO/RPOs with a list of the draft carryover Interstate Management Program projects.
By 7/14/17	WebEx/conference call to discuss the Investment Plan for the 2019 Program Update.
By 7/31/17	PennDOT issues final guidance documents to Planning Partners for the development of the 2019 Program.
By 7/28/17	Program Center provides the final "spike" decisions to Planning Partners and PennDOT Districts.
By 8/31/17	PennDOT reports HSIP targets to FHWA in HSIP Annual Report. 180 day clock for MPOs to decide to establish HSIP targets, or agree to support PennDOT targets begins.
By 9/29/17	MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2019 Program. TIP/TYP negotiations begin. PennDOT will provide the MPOs/RPOs with a list of draft Interstate Management Program Projects.

By 10/31/17	MPO and RPO "Boards" meet to discuss the 2019 schedule and guidance; set their TIP approval meeting dates for the spring of 2018.
By 12/29/17	PennDOT Connects/Local Government Collaboration meetings completed for carry-over and new 2019 TIP projects.
By 12/29/17	MPOs decide to establish their own HSIP targets, or agree to support PennDOT targets.
By 12/29/17	MPOs and RPOs develop draft TIPs/TYPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. (MPMS attaching closed.) TIP/TYP negotiations continue.
By 1/15/18	Interagency (FHWA, FTA, USEPA, PADEP & PennDOT) air quality consultation initiated. All air quality significant projects are shared with the Interagency Consultation Group (ICG) before conformity determination work begins by Planning Partners or PennDOT. TIP negotiations continue.
By 2/1/18	Program Center completes initial review of preliminary draft TIPs/TYPs to ensure that PennDOT priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
By 2/16/18	Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the program, and to negotiate/resolve any remaining issues. PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, and shares this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the ICG.
By 2/16/18	MPOs, RPOs, and PennDOT reach agreement on the respective portions of the program. TIP/TYP negotiations are concluded.
By 2/27/18	Final day for MPOs to establish HSIP targets or agree to support PennDOT targets.
By 3/15/18	Interagency air quality consultations are concluded and conformity analyses are underway. Environmental justice (EJ) activities are also initiated.
By 4/19/18	MPO, RPO and PennDOT complete air quality conformity analyses.
After 5/27/17	STIP/TIP updates on or after 5/27/17 must include a description of how the STIP/TIP contributes to achieving safety performance targets.
After 5/27/17	LRTPs updated on or after 5/27/17 must include safety performance measures and targets.
By 6/15/18	MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.

- By 6/29/18 MPOs and RPOs formally approve their individual TIPs and submit their portions of the program to the Program Center.
- By 8/9/18 State Transportation Commission approves the Twelve Year Program.
- By 8/16/18 Governor/Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with USEPA on the air quality conformity documents.
- By 9/30/18 PennDOT obtains joint approval from FHWA and FTA of the 2019 Program.

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APPENDIX C

MEMORANDUM OF UNDERSTANDING ON
PROCEDURES TO AMEND AND MODIFY
THE TIP

Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning Special Procedures for Expediting TIP Amendments and Modifications for DVRPC's Pennsylvania Region

Adopted By the DVRPC Board on June 28, 2018

This Memorandum of Understanding will begin October 1, 2018, and remain in effect until September 30, 2020, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)**, and the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations (23 CFR 450)**, which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act concerning the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of

expedited procedures to accomplish certain changes if prior agreements have been established.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition or deletion** of any project to the TIP, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order **to add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a regionally significant project, except for traffic signal projects which can be included in subsequent analysis as permitted by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.
- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.
- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project from the second and/or third four years of the 12 year program that has no phases authorized, encumbered, or programmed in the first 4 years.
2. Project actions which cause there to be **no phases within the four-year TIP period**.
3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).
4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than \$5,000,000**, of state and/or federal funds and local funds (if local funds represents the required match).
5. Project action which decreases the overall cost of a project within the four years of the TIP by \$5,000,000 or more, if it represents a reduction in scope.
6. When a project that utilizes 100 percent state funds and needs federal funds to establish Federal Government Agencies as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two, three, or four** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to a phase of a project listed in the approved TIP that is **less than or equal to \$1,000,000**.
2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by less than \$5,000,000 if it does or does not represent a reduction in scope.
3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.
4. When either PennDOT or SEPTA deems it appropriate to **shift costs between certain funding categories** in accordance with available resources and eligible facilities/projects. For highway and bridge projects the federal funding categories are limited to: National Highway Performance Program (NHPP) and Surface Transportation Block Grant Programs (STP/STU) funds, and Bridge Off System (BOF) funds. For transit projects the federal funding categories are limited to: Section 5307, 5337, and 5339. PennDOT or SEPTA may also shift project funding between any of the state funding categories.
5. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).
6. When the **line items** for Betterments are to be tapped for individual projects of **less than \$5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project is **\$5,000,000 or more**, it will be treated as a minor amendment under the procedure in section "II. TIP AMENDMENTS." A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
7. When a project listed in an approved TIP is removed because funds for all phases totaling less than \$5,000,000 have already been obligated or encumbered and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is \$5,000,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.

Under any of these circumstances, PennDOT or SEPTA will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2017 TIP: the years FY18, FY19, or FY20), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to a project is greater than **\$1 million and less than \$5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.
3. Project action which decreases the overall cost of a project within the four years of the TIP by less than \$5,000,000 if it represents a reduction in scope.
4. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year**.

(Administrative Amendments)

5. When a cost increase occurs less than \$5,000,000 to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase less than \$5,000,000 occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action
6. When PennDOT identifies a project phase less than \$5,000,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds. Note: If the conversion is \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action.
7. When PennDOT seeks federal authorization to cover less than \$5,000,000 in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is \$5,000,000 or more, this action would then be considered a minor amendment requiring DVRPC Board Action.
8. When a project "breakout" is developed from a "parent" project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project.

9. When a previously DVRPC Board approved state funded project derived from a Statewide Managed Program (e.g. ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments, DVRPC will request that PennDOT seek FHWA/FTA approval.

C. Modifications Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical modifications that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a preliminary engineering (PE) or final design (FD) phase to the first four years of an existing project when there have been no previous obligations or encumbrances against the phase
2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased.

D. Statewide Programs

New project additions to the DVRPC TIP, that are derived from statewide managed programs, such as Interstate Management Program projects, Highway Safety Improvement Program (HSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), will be treated as amendments requiring formal action by the DVRPC Board. Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs

will be an integral part of the IM Program's success, and all revisions to DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.

2. Projects derived from Statewide Managed Programs that are state funded, e.g. Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not encumbered and need to be shown on the current TIP may be added back into the TIP as Administrative Amendments.
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's Long-Range Plan. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the *PennDOT Connects* policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and enhances the overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

TIP revisions must correspond to the adopted provisions of the DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to insure that the TIP remains

fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

C. Processing TIP Actions for PennDOT Central Office and Federal Approval

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.
 - a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar annual report comparing the programme amount with the actual amount of funds secured under grants.

- b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
 - c. DVRPC will post the Obligation/Encumbrance information on its website.
- 2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.
- 3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Pennsylvania Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP).



**Executive Director,
for DVRPC**

Date 6/28/18

For 

**Secretary,
for PennDOT**

Date 7/9/18



**General Manager,
for SEPTA**

Date 7/2/18

MEMORANDUM OF UNDERSTANDING

Pennsylvania's Statewide Procedures for 2019-2022 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2019-2022 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute (23 CFR § 450.218) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the Planning Partners (MPOs and RPOs) and Statewide Programs developed by PennDOT. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include but are not limited to the Secretary of Transportation's SPIKE, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-modal (MTF), Recreational (Rec) Trails, and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide interstate projects. The Commonwealth's Twelve Year Program (TYP), required by state law, includes the STIP/TIPs in first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2019 Transportation Program General and Procedural Guidance* dated July 31, 2017 (attached).

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR § 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon, and documented in the TIP.

MEMORANDUM OF UNDERSTANDING

STIP/TIP revisions must be consistent with PennDOT's Transportation Investment Plan priorities, Pennsylvania's Long Range Transportation Plan (LRTP), and the Planning Partner's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures and Targets as well as the PennDOT's Connects policy. Pennsylvania's Transportation Investment Plan is PennDOT's ongoing assessments, target settings, and re-evaluations of data associated with the STIP/TIP investment decisions, ensuring that each dollar invested is being directed to meet strategic decisions, and that enhances the overall performance of the Commonwealth's transportation system. The Investment Plan establishes regional targets which were set with a continued focus on maintaining assets with the following priorities: Bridges on the National Highway System (NHS), Roadway conditions on the NHS, Bridges on the balance of the system, and Roadway conditions on the balance of the system.

STIP/TIP revisions must correspond to the adopted provisions of the Planning Partner's Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

A LRTP lapse occurs when a Planning Partner has not updated their LRTP in accordance with the cycles defined in the federal planning regulations [23 CFR § 450.324 (c)]. If a Planning Partner's LRTP lapses because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that Planning Partner. During a LRTP lapse, all STIP/TIP revisions within that MPO/RPO, where the LRTP lapse occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications for that MPO/RPO until that Planning Partner's LRTP is in compliance with the federal planning regulation.

If a STIP/TIP revision occurs based on FHWA August Redistribution that adds, advances, or adjusts federal funding for a project, Planning Partners will be notified of the Administrative Modification by PennDOT.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP. Federally-funded Statewide Program projects are excluded from this provision;

MEMORANDUM OF UNDERSTANDING

- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
 - \$7.5 million for the Interstate Management (IM) Program
 - \$5 million for MPOs with 2010 US Census Urbanized Areas (UZA) population > 1,000,000
 - \$3 million for MPOs with 2010 US Census Urbanized Areas (UZA) population > 200,000 but < 1,000,000
 - \$2 million for the remaining Planning Partners
 - \$1 million for other federally-funded Statewide Programs
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed any federally-funded threshold contained in this MOU)
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project
- During a Planning Partner LRTP lapse, all STIP/TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any PMC materials that may have been prepared, along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency. An eSTIP submission shall include:

- Fiscal Constraint Chart with remarks
- Pdf copy of the TIP
- Supporting materials to explain the reasoning, cause, and/or justification for the amendment revision, as needed, such as PMC items.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds above will be considered an amendment (subsequent placement of these individual projects or line items on respective planning partner TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved STIP/TIP and must maintain year-to-year STIP/TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or regional TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner. A reserve line

MEMORANDUM OF UNDERSTANDING

item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;

- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item but does not exceed the above thresholds.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the Cooperating Parties. In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of the respective Planning Partner's LRTP.

Programming of Keystone Corridor Funding

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as \$0.

Transit Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

MEMORANDUM OF UNDERSTANDING

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through a FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

All revisions must maintain year-to-year fiscal constraint [23 CFR § 450.326 (g), (j) & (k)] for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure, and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual federal obligations and state encumbrances for highway/bridge and transit programs in their region. At the end of the federal fiscal year (FFY), the PennDOT Progress Report can be used by the Planning Partners as the basis for compiling information to meet the federal annual listing of obligated project requirement [23 CFR § 450.334]. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a Statewide and Planning Partner basis. A summary report detailing this information will be provided no later than 30 days after the end of a FFY.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR § 450.326 (c), PennDOT and Planning Partner will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

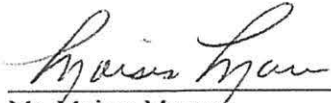
As each Planning Partner's TIP is adopted, their respective MOU between PennDOT and the Planning Partner will be included with the TIP documentation. The MOU will clarify how the Planning Partner will address all TIP revisions. **In all cases, individual Planning Partner revision procedures will be developed under the guidance umbrella of this document.** If a Planning Partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2018, and remain in effect until September 30, 2020, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

MEMORANDUM OF UNDERSTANDING

We, the undersigned hereby agree to the above procedures and principles.



Mr. Moises Marrero
Acting Division Administrator
Federal Highway Administrator

2-23-18

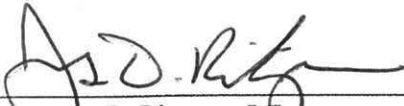
Date



Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

2-22-18

Date



Mr. James D. Ritzman, P.E.
Deputy Secretary for Planning
Pennsylvania Department of Transportation

2/27/18

Date

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APPENDIX D

DVRPC TIP PROJECT BENEFIT CRITERIA

DVRPC TIP PROJECT BENEFIT CRITERIA

An update to the criteria used to evaluate projects that are added to the Transportation Improvement Program (TIP) was adopted by the DVRPC Board on February 27, 2014. Universal criteria were established that can be used to evaluate a variety of modes (roadway, transit, bike, pedestrian, freight) and project types, and can be used in the New Jersey and Pennsylvania counties in the DVRPC region. Using evaluation criteria is one means to most effectively balance programming the region's needs and resources. Other factors that are considered for new TIP project candidates include local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and ensuring that various project types are considered in the TIP project selection process, such as all types of non-major roadway, transit, bike/pedestrian, preservation, operational improvement, and freight projects.

More specific project criteria will continue to be used to evaluate specific, large-scale major regional Long-Range Plan projects, or those using special fund categories. Specific funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Set-Aside (TA), Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality (CMAQ). In these instances, the more specific project evaluation criteria will be used in conjunction with or in place of the TIP benefit criteria. During the development of the FY2019 TIP for Pennsylvania, only new TIP candidate projects were assessed by DVRPC's universal benefit criteria.

The criteria were developed with New Jersey and Pennsylvania members of a working subcommittee of the DVRPC Regional Technical Committee (RTC) and were designed to align directly with the multimodal goals of the DVRPC Long-Range Plan as well as reflect the increasingly multimodal nature of projects in the TIP. The criteria generally consider one of two key questions:

- ❖ Is this project in a location where we want to make investments? Or,
- ❖ How beneficial or effective is this project?

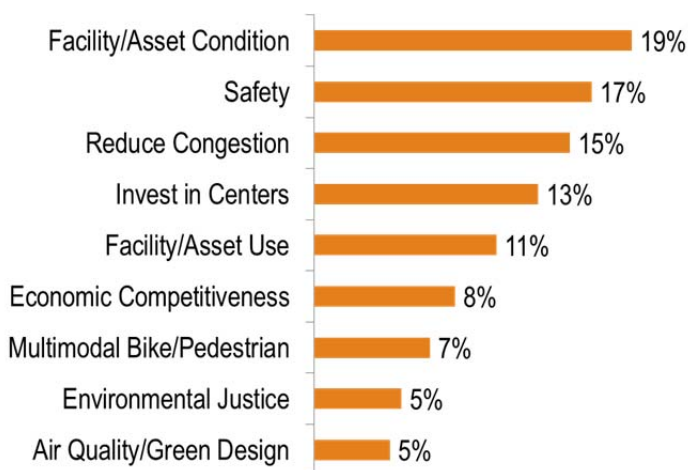
The TIP Benefit Criteria were developed to represent the following characteristics:

- ❖ Align with the Long-Range Plan and other regional objectives;
- ❖ Be relevant to different types of TIP projects;
- ❖ Indicate differences between projects;
- ❖ Avoid measuring the same goal(s) multiple times;
- ❖ Cover the entire 9-county region;
- ❖ Be more quantitative than qualitative;
- ❖ Use readily available data with a strong likelihood of continued availability; and
- ❖ Be simple and understandable

The following briefly summarizes the criteria for project evaluation.

- ❖ **Facility/Asset Condition** – brings a facility or asset into a state-of-good repair, extends the useful life of a facility, or removes a functionally obsolete bridge rating.
- ❖ **Safety** – impacts safety-critical element for transit, high-crash road location, or incorporates an FHWA proven safety countermeasure.
- ❖ **Reduce Congestion** – location in CMP (Congestion Management Process) congested corridors, or appropriate everywhere CMP strategy; AADT per lane, and daily transit riders per daily seats.
- ❖ **Invest in Centers** – location in Connections 2040 Center or Freight Center, or high, medium-high, or medium transit score areas, or connection between two or more key centers.
- ❖ **Facility / Asset Use** – levels of daily vehicle miles traveled (VMT), trucks, and transit ridership.
- ❖ **Economic Competitiveness** – provides reduced operating/maintenance costs, or is part of an economic development or TOD project.
- ❖ **Multimodal Bike/Pedestrian** – accounts for bicyclists and pedestrians using the facility; new trails, sidewalks, or bike lanes, and connections to other multimodal facilities.
- ❖ **Environmental Justice** – benefits census tracts with high Indicators of Potential Disadvantage (IPD – previously known as Degrees of Disadvantage or “DOD”) communities.
- ❖ **Air Quality/Green Design** – Stresses air quality benefits and incorporates environmentally friendly principals.

After defining the criteria, a web-based decision-making tool was used to weigh the criteria. The higher the weight, the higher the priority for the DVRPC region.



Each criterion could receive up to a maximum of 1 point. Each project can receive a total score that is the sum of the weight times the rating for each criteria. The tool can compare the projects estimated total state and federal cost to the total score, as a benefit-cost ratio. Other sources of funding that may increase a

project's benefit-cost ratio, such as additional local funding beyond match requirements; non-traditional funding grants; and developer or private contributions, will not count toward a project's cost for the benefit-cost ratio. The tool provides a ranking of projects with the highest benefit-cost ratios, but the Regional Technical Committee recommends and ultimately the DVRPC Board makes the final decisions to determine TIP project selections.

TIP EVALUATION CRITERIA AND MEASURES

The following sections detail each of the proposed criteria.

1. Facility / Asset Condition

This criterion relates to the *Connections 2040* goal of rebuilding and maintaining the region's transportation infrastructure. The region has a substantial backlog of road, bridge, and transit infrastructure repair needs. These "fix-it-first" projects need to be the regional priority until a state-of-good repair is achieved. Data will come from road, bridge, and transit asset management systems.

Transit Project Rating

- ☐ 1 point if the improvement brings the asset into a state of good repair, or
- ☐ 0.5 points if project extends the useful life of a facility/asset not in poor condition.

Roadway and Bridge Project Rating

- ☐ 1 point if the project will bring a Bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180 , an NHS facility with an IRI ≥ 200 , a roadway with more than 2,000 vehicles per day with an IRI ≥ 230 , or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair;
- ☐ 0.8 points if the project will bring a facility or asset with a "Poor/Worst on four or five point scale" asset management system rating into a state-of-good repair;
- ☐ 0.5 points if the project will extend the useful life of a facility that is not in poor condition, or resolves a fracture critical issue on a bridge;
- ☐ 0.25 points if project eliminates a functional obsolete issue on a bridge.

2. Safety

This criterion relates to the *Connections 2040* Plan goal of creating a safer transportation system. Projects that improve DOT identified high-crash locations and have a safety component will score 0.5 points per high-crash location. In addition, projects that incorporate one or more FHWA proven safety countermeasure can score 0.5 points per countermeasure, (defined at: <http://safety.fhwa.dot.gov/provencountermeasures/>).

Transit projects that are deemed safety critical will receive one point.

Transit Safety Rating

1 point if project is a safety critical transit project.

Roadway Safety Rating

Up to a maximum of 1 point:

- ☐ 0.5 points per safety improvement in 1 or more DOT identified high crash location (up to 1 point),
 - ☐ Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB);
 - ☐ Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED;
- ☐ 0.5 points per incorporated FHWA proven safety countermeasure (up to 1 point);
 - ☐ Roundabouts;
 - ☐ access management;
 - ☐ signal back-plates with retro-reflective borders;
 - ☐ longitudinal rumble strips and stripes on two-lane roads;
 - ☐ enhanced delineation and friction for horizontal curves;
 - ☐ safety edge;
 - ☐ medians and pedestrian crossing islands in urban and suburban areas;
 - ☐ pedestrian hybrid beacons; or
 - ☐ road diets.

3. Reduce Congestion

Reducing congestion is a goal in the Long-Range Plan. This has a significant impact on the region's economy, as competitiveness within a global economy means the region needs to be able to efficiently move people and goods. This criterion considers location in CMP corridors and the facility's existing level of congestion or overcrowding.

Is the project located in a CMP Priority or Congested Subcorridor?

The CMP has conducted considerable analysis of the regional transportation network and the impact of congestion. Developed with the counties, DOTs, transit operators, and other regional stakeholders, the

CMP has identified a subset of Priority Sub-corridors for transportation investment with specific strategies for mitigating congestion. This criterion also considers Congested Sub-corridors and Emerging Corridors as additional rating factors. In areas where Priority, Congested Sub-corridors, or Emerging Corridors overlap, only the higher value will be counted.

CMP Rating

Maximum of A or B:

A. 0.5 points if project implements an appropriate everywhere strategy in the CMP.

CMP appropriate everywhere strategies include:

- ☐ safety improvements and programs;
- ☐ signage;
- ☐ context sensitive design;
- ☐ improvements for walking and bicycling;
- ☐ basic upgrade of traffic signals;
- ☐ signal prioritization for emergency vehicles;
- ☐ making transfers easier for passengers;
- ☐ intersection improvements of a limited scale;
- ☐ bottleneck removal of a limited scale;
- ☐ environmental justice outreach for decision-making;
- ☐ access management;
- ☐ marketing/outreach for transit and TDM services;
- ☐ revisions to existing land use or transportation regulations;
- ☐ growth management;
- ☐ smart growth; or
- ☐ complete streets.

B. $(\text{Project length in priority corridor} \times 100 \text{ percent} + \text{project length in congested corridor} \times 70 \text{ percent} + \text{project length in emerging corridor} \times 30 \text{ percent}) \div \text{total project length}$.

What is the average AADT divided by the average number of lanes or transit ridership divided by the number of seats?

This criterion looks at facility or route specific congestion or overcrowding. AADT and average lanes data will come from the Roadway Management System (RMS). Transit seats will be computed by seats per vehicle multiplied by average number of vehicles (for rail routes) multiplied by daily service frequency. This data will come from annual route statistics reports, or the transit agency itself.

Congestion / Overcrowding Rating

- ☐ For limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000.
- ☐ For arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500.
- ☐ For Transit Facilities: 1 point if Daily Passengers/Daily Seats (# of vehicles * seats per vehicle * Total Daily Service frequency) is greater than 1; else Daily Passengers/Daily Seats.

4. Invest in Centers

This criterion reflects the *Connections 2040* core plan principle to create livable communities within more than 120 regional development centers and 44 freight centers. Identifying focus areas for future development creates a better linkage between land use and transportation.

Projects will be rated on how well they serve centers by their location within centers, or high, medium-high, or medium transit score areas. A hybrid GIS layer has been created with a ¼ mile around all *Connections 2040* centers (from the metro center to rural and neighborhood centers), and all non-center areas of the region are high, medium-high, or medium transit score locations, or none of the above. All project limits within the Centers and Center buffer areas, or within high transit score areas will receive one point. All project areas within medium-high transit score areas will receive 0.75 points. All project limits within medium transit score areas will receive 0.5 points. The sum of the project within these three limits (multiplied by the rating), will then be divided by the total project length to get a centers/transit score rating.

Projects can also be rated for being a critical link between two or more centers. Projects that either maintain or improve service on a facility that links centers will get 0.25 points added to their centers/transit score rating (up to a maximum of one point).

Centers Rating

$(100\% \times \text{Project length within } \frac{1}{4} \text{ mile or inside Plan and Freight Centers} + 100\% \times \text{project length in high transit score areas} + 75\% \times \text{project length in medium-high transit score areas} + 50\% \times \text{project length in medium transit score areas}) / \text{total project length}$.

Bonus: +0.25 points (up to 1 point maximum) if the project improves or maintains a critical facility that links two or more regional Plan or freight centers.

5. Facility/Asset Use

This criterion looks at how much use the facility or asset receives in a multimodal manner, to determine the scale of the project's impact on the transportation system. Use will be determined by the total number of vehicle miles traveled (VMT), average number of daily trucks, or affected daily transit riders. The greater the facility's use, the more important it is in terms of risk to negative regional impacts, and the broader the benefits are that can be delivered by implementing the project. Only existing users are counted, and the evaluation criteria do not attempt to estimate future users as a result of the project.

Vehicle Miles Traveled

Vehicle miles traveled will be determined by using the average AADT for all segments multiplied by facility length. Data will come from the Roadway Management System (RMS). Projects that are located at specific intersection(s) and bridge(s) will assume a project length of 1 mile, essentially using AADT as the proxy for usage. Intersections and bridges that are improved as part of a larger corridor project will be embedded into the overall project length (and will not use the one mile assumption). New segments will use their length multiplied by the average AADT for the facilities they connect to (beginning and endpoints only). Data will come from the Roadway Management System (RMS).

Daily VMT Rating

1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else, total daily VMT divided by 500,000.

Daily Trucks

Daily trucks will be determined by multiplying the percent daily trucks by the average AADT for all segments. Data will come from the Roadway Management System (RMS). For freight rail projects, DVRPC will work with the private rail company to estimate daily truck equivalents.

Daily Trucks Rating

1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.

Daily Affected Transit Riders

Daily affected transit riders will account for the average daily ridership using the route in question, or routes the asset depends on. For example the Jenkintown Substation powers the Lansdale-Doylestown, Warminster, and West Trenton lines. A project to improve the Jenkintown substation affects the riders of all three lines.

Daily Affected Transit Riders Rating

Ridership values will come from annual route ridership reports published by the transit agencies, or direct transit agency data. 1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.

6. Economic Competitiveness

This criterion rewards projects that build the regional economy by investing in transportation improvements related to economic development or transit-oriented development (TOD); reducing agency operating or maintenance costs; or reducing transportation system user costs. Projects rated for economic development or TOD must indicate the specific development it is supporting.

Economic Competitiveness Rating

Sum of each checkbox, up to a maximum of 1 point:

- ☐ Does the project reduce agency maintenance or operating costs?
(0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- ☐ Does the project reduce public/private transportation system user vehicle maintenance or operating costs? (0 points if cost increases; 0.25 points if no change; 0.5 points if cost decreases)
- ☐ Does project support a known economic development project or a transit-oriented development (TOD)? (0.5 points if it supports)

7. Multimodal Bike/Pedestrian

This criterion relates to the *Connections 2040* Plan goal of fostering a multimodal transportation system. It will rate new facilities based on length and connections to existing multimodal facilities; or existing use of facilities. In some cases a road may add a bike lane, where there is already significant bicycle use. This project will be able to score based on both the new bike lane and the existing use.

The rating for existing facilities will be based on daily bicyclists and pedestrian use. This data will come from DVRPC counts, and can be supplemented with county counts if no DVRPC counts are available. New bike and pedestrian facilities will be rated based on project length and connections to other existing bike and pedestrian facilities, transit stations, or bus routes. Projects that make a critical last mile transit connection or link facilities over a difficult connection, such as a bridge, will receive a 0.5 point bonus.

Sum of each checkbox, up to a maximum of 1 point:

- ☐ 1 point if the number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.
- ☐ Up to 0.5 points for a new trail, sidepath, bike lane, or sidewalk; total length in miles divided by 10.
 - ☐ 0.1 points for each bus route, each train station, or each existing bike/ped facility the proposed new bike/ped facility connects to.
 - ☐ +0.5 points for new sidewalks and bike facilities to fill a difficult gap, such as on a bridge, or new 'first/last mile' bike/ped connection to a public transit station or key destination.

8. Environmental Justice

Does the project serve Environmental Justice communities and the additional population groups with additional transportation needs, as defined by the DVRPC Indicators of Potential Disadvantage (IPD) methodology? This indicator also helps to ensure that these communities do not suffer from worse overall infrastructure condition than other communities.

Environmental Justice Rating

$(100\% \times \text{project length in 7-8 IPD communities} + 70\% \times \text{project length in 5-6 IPD communities} + 30\% \times \text{project length in 3-4 IPD communities}) \div \text{total project length}$.

9. Air Quality/Green Design

This criterion relates to the *Connections 2040* Plan goal of limiting transportation impacts on the natural environment. Projects will rate if they provide air quality benefits, incorporate green design principles, use green or recycled materials, or reduce environmental impact. Examples of projects for each category are shown below, but this list is not intended to be limited to these examples only. Other green design principles not listed here can also be considered with TIP subcommittee group consensus.

Air Quality Rating

0.5 points for air quality improvements:

- ☐ Air quality: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating

freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling.

Green Design Rating

0.5 points for incorporating any one of the checkboxes below:

- ☐ Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins.
- ☐ Green or recycled materials: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts.
- ☐ Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.

FUTURE REVISIONS

It is intended that these evaluation criteria are part of a living document. The criteria will need to be revisited and updated as appropriate, particularly as new data or analysis techniques become available. A known future impact will be better aligning with MAP-21 performance measures and FAST Act requirements.

MAP-21 Performance Measures

Moving Ahead for Progress in the 21st Century (MAP-21) instituted reforms to create 13 performance measures related to the nation's Interstate and National Highway System road networks, and a set of criteria related to the transit system.

Interstate and National Highway System

- ☐ Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
 - Pavement Condition (Interstate/NHS)
 - Bridge Condition (NHS)
- ☐ System reliability - To improve the efficiency of the surface transportation system.
- ☐ Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
 - Injuries / VMT;
 - Fatalities / VMT;
 - # of Serious Injuries;
 - # of Fatalities
 - Measures used to address safety on all public roads
- ☐ Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- ☐ Environmental sustainability- To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- ☐ Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- ☐ Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Transit System

- ☐ Safety
- ☐ Condition

OTHER ISSUES

On the roadway side, the TIP project benefit criteria have a measure related to nearly all the goals; only the system reliability and reduced project delivery delay measures could be considered missing. Project delivery will be determined in the *PennDOT Connects* process in Pennsylvania and the Concept Development Screening in New Jersey. Project selection discussion can also consider project readiness. System reliability is partially addressed through the CMP process, where the most critical congested corridors have been identified. Investments in these areas should help to improve system reliability.

Risk

While the TIP project evaluation does not include a specific measure for the risk involved with a project, it is effectively captured through three of the criteria:

- ☐ Safety
- ☐ Use
- ☐ Facility/Asset Condition

DETAILED EVALUATION CRITERIA

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
<i>Invest in Centers</i>	-	<i>Connections 2040</i> Centers, Freight Centers, Transit Score Index	+ (100% x Project length within ¼ mile or inside Plan or Freight Centers + 100% x project length in high transit score areas + 75% x project length in medium-high transit score areas + 50% x project length in medium transit score areas) /total project length. + 0.25 points if project improves or maintains a <i>critical</i> facility that links two or more regional Plan or freight centers.
<i>Reduce Congestion</i>	CMP	CMP Appropriate Everywhere Strategies, CMP Priority Corridors	Maximum of A or B below: A. 0.5 points if project implements an appropriate everywhere strategy in the CMP ☐ safety improvements and programs; ☐ environmental justice outreach for decision-making; ☐ signage; ☐ access management; ☐ context sensitive design; ☐ marketing/outreach for transit and TDM services; ☐ improvements for walking and bicycling; ☐ revisions to existing land use or transportation regulations; ☐ basic upgrade of traffic signals; ☐ growth management; ☐ signal prioritization for emergency vehicles; ☐ smart growth; or ☐ intersection improvements of a limited scale; ☐ complete streets. ☐ bottleneck removal of a limited scale; B. (project length in priority corridor x 100 percent + project length in congested corridor x 70 percent + project length in emerging corridor x 30 percent)/total project length.
	Congestion / Overcrowding	Roadway Management System (RMS)	A. Limited-access facilities: 1 point if Daily AADT/Lane is greater than 25,000; else AADT/Lane divided by 25,000. B. Arterials, collectors, and local roads: 1 point if Daily AADT/Lane is greater than 12,500; else AADT/Lane divided by 12,500. C. Transit facilities: 1 point if daily passengers/daily seats (# of vehicles * seats per vehicle * total daily service frequency) >1; else daily passengers/daily seats.
<i>Environmental Justice</i>	-	Indicators of Potential Disadvantage (IPD)	(100% x project length in 7-8 IPD communities + 70% x project length in 5-6 IPD communities + 30% x project length in 3-4 IPD communities)/total project length.
<i>Facility / Asset Use</i>	Daily VMT	Roadway Management System (RMS),	1 point if the average AADT of all road segments multiplied by the total length of the segments within the project limits is more than 500,000; else total daily VMT divided by 500,000. For computation of VMT, projects that only involve bridges or intersections assume that each of these facilities is 1 mile in length. In this case the value will be the average AADT multiplied by the number of bridges or intersections. Projects where bridge or intersection improvements are a part of a larger scope will rely on the limits of the larger project.
	Daily Trucks	Roadway Management System (RMS),	1 point if the average road segment has more than 7,500 trucks or truck equivalents per day; else trucks or truck equivalents per day divided by 7,500.
	Daily Transit Riders	Transit Agencies,	1 point if the number of daily transit riders affected is 50,000 or above; else daily affected ridership divided by 50,000.
<i>Multimodal – Bike and Pedestrian</i>	New facilities	DVRPC multi-use trail network, bus routes, train/trolley/subway stations; DVRPC Bike/Ped counts	Up to a maximum of 1 point: ☐ Up to 0.5 points for any new trail, sidepath, bike lane, or sidewalk: total length in miles divided by 10; ☐ 0.1 points for each bus route, each train station, or each existing bike/ped facility that a proposed new bike/ped facility connects to; ☐ 0.5 points if new sidewalks and bike facilities fill a difficult gap, such as on a bridge, or new ‘first/last mile’ bike/ped connection to a public transit station or key destination; and ☐ 1 point if number of daily bicyclists and pedestrians is 1,000 or above; else daily bicyclists and pedestrians divided by 1,000.

DETAILED EVALUATION CRITERIA (CONTINUED)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
Air Quality / Green Design	-	Project sponsor / project scope	☐ 0.5 points for air quality benefits such as: low emissions vehicles (hybrid, hydrogen, LPN, genset/clean diesel); trees, sound walls or other buffers that reduce exposure to transportation noise and emissions; separating freight and diesel traffic from local roads, schools, parks, or residential areas; reduce vehicle hours of driving, vehicle miles traveled, greenhouse gas emissions, or vehicle idling; and/or 0.5 points for any one of the green design checkboxes below: ☐ Green design such as bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins; ☐ Green or recycled materials such as: use warm-mix asphalt, long-life pavement materials, pervious pavement, or smog absorbing concrete; use of recycled materials (fly ash, glass, plastic, etc.), or project supports or enhances recycling efforts; ☐ Reduced environmental impact, such as: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhance habitat connectivity or wildlife crossings.
Economic Competitiveness	-	Project sponsor, RTC, DVRPC	Up to a maximum of 1 point: ☐ Project saves or reduces agency operating/maintenance costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases; ☐ Project saves user or public/private vehicle operating costs: 0 points if project increases costs; 0.25 points if no change; 0.5 points if cost decreases); ☐ 0.5 points if project supports a known economic development (ED) project or a transit-oriented development (TOD).
Safety	-	Transit agency, DOT, project sponsor/scope	Transit Projects Only: safety critical transit project =1 point Roadway/Bike/Ped. Projects: 0.5 points per safety improvement/critical safety location (up to 1 point) ☐ The project is in 1 or more DOT identified high crash location: ☐ Pennsylvania Roadway Departure Improvement Program (RDIP) – the project must implement the specific identified safety improvement: enhanced signs and markings for curves (CSM), enhanced signs and markings for curves + high friction surfaces (CMS-HFS), centerline rumble strips (CLRS), edge line rumble strips or shoulder rumble strips (ELRS/SRS), wider shoulders / edge line rumble strips (WS-ELRS), center and edge line pavement markings (C&EL PM), alignment delineation / lighting (ADL), high friction surfaces (HFS), guiderail relocations / safety enhancements (GR), tree removal / safety enhancements (TR), utility pole removal / safety enhancements (UP), enforcement and education – alcohol related (EEA), enforcement and education – speeding related (EES), enforcement and education – restraint related (EER), infrastructure improvements – speeding related (II), or install cable median barrier (CMB); ☐ Pennsylvania Intersection Safety Improvement Program (ISIP) – the project must implement the specific identified safety improvement: STOP, SIGNAL, LEFT TURN, PED, or SPEED; ☐ The project incorporates one or more FHWA proven safety countermeasures (see http://safety.fhwa.dot.gov/provencountermeasures/): ☐ roundabouts; ☐ access management; ☐ signal backplates with retroreflective borders; ☐ longitudinal rumble strips and stripes on two-lane roads; ☐ enhanced delineation and friction for horizontal curves; ☐ safety edge; ☐ medians and pedestrian crossing islands in urban and suburban areas; ☐ pedestrian hybrid beacons; and ☐ road diets.

DETAILED EVALUATION CRITERIA (CONTINUED)

MAIN CRITERIA	SUB-CRITERIA	DATA SOURCE	RATING SCALE (EACH MAIN/SUB CRITERIA CAN SCORE UP TO 1 POINT)
<i>Facility / Asset Condition</i>	-	Asset Management System Rating	<u>Transit Projects (up to 1 point):</u> ☐ 1 point if the improvement brings the asset from a poor condition into a state of good repair; ☐ 0.5 points if project extends the useful life of a facility / asset not in poor condition. <u>Roadway and Bridge Projects (up to 1 point):</u> ☐ 1 point if the project will bring a bridge deck/super/sub/culvert rating of 3 or less, a posted or weight-restricted bridge, an interstate road segment with an IRI of ≥ 180, an NHS facility with an IRI ≥ 200, a roadway with more than 2,000 vehicles per day with an IRI ≥ 230, or a roadway with less than 2,000 vehicles per day and an IRI of ≥ 260 into a state-of-good repair; ☐ 0.8 points if the project will bring a facility or asset with a "poor/worst on four or five point scale" asset management system rating into a state-of-good repair; ☐ 0.5 points if project extends the useful life of a facility not in poor condition, or resolves a fracture critical issue on a bridge; ☐ 0.25 points if project removes a functional obsolescence issue on a bridge.

Publication Title:

**DVRPC FY2019 Transportation Improvement Program (TIP)
for Pennsylvania (FY19–22)**

Publication Number:

19001A

Date Published:

September 2018

Geographic Area Covered:

Southeastern Pennsylvania
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words:

Air Quality, Bike and Pedestrian, Bridges, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, Indicators of Potential Disadvantage, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, Surface Transportation Block Grant Program, Surface Transportation Program, TA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract:

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in DVRPC's Pennsylvania counties that will seek federal funding in fiscal years 2019 to 2022. This volume also contains the following four appendices: (a) Board Resolutions, (b) Financial Guidance, (c) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (d) DVRPC TIP Project Benefit Criteria.

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