



# FY2021 TIP

# for Pennsylvania

(FY21-FY24)

DVRPC FY2021 TIP

Transportation  
Improvement  
Program

TIP

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**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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## General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Fiscal Year 2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21–FY24). 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 (FY) of programming. This document, referred to as the FY2021 TIP for PA, includes cost, phase, and schedule information for transportation projects in each of the federal fiscal years FY21–FY24 for Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

The DVRPC FY2021 TIP for Pennsylvania contains 385 projects (including the Interstate Management Program), totaling over \$5.4 billion for the phases to be advanced during the next four years, an average of close to \$1.3 billion per year. Programmed funds include \$1.9 billion for projects primarily addressing the non-Interstate Highway System and almost \$860 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of over \$2.8 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 \$2.6 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 was 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 30, 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 five additional appendices: (e) PennDOT's General and Procedural Guidance; (f) Environmental Justice Appendix, (g) SEPTA's Financial Capacity Analysis and TAM Plan; (h) Executive Summary of the Documentation of the Conformity Finding; and (i) Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FY2021 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, 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 current FY2021 TIP for Pennsylvania, as well as previous TIPs. The website includes an interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there was also a way to submit comments on projects or the program. 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](http://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](http://www.dvrpc.org/TIP).

## DVRPC Resource Center and Public Libraries

A web link to the digital version of the TIP is available at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Due to COVID-19 and multiple stay-at-home orders, DVRPC was unable to print hardcopies of the TIP and mail to the local libraries as in typical years. DVRPC's Office of Communications and Engagement contacted a number of large public libraries to see if they had recommendations for how DVRPC can bridge the "digital divide." Few had suggestions as they were also struggling with bridging the divide to meet constituents' needs during a public health emergency. In addition, all public libraries that receive DVRPC's public comment materials were asked to help promote the public comment period through their online platforms. A printed hard copy of the TIP is available in the DVRPC Resource Center.

## 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.

**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 C 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 nine to twelve 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](http://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. Long-Range Plan projects in the DVRPC FY2021 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 (NO<sub>x</sub>), carbon monoxide (CO), and fine particulate matter (PM<sub>2.5</sub>) 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 H. 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](http://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 FY2021 TIP, the process commenced during the late summer of 2019 with review of current conditions of the transportation network. Then in the fall of 2019 the review of costs and schedules of the FY2019 TIP projects commenced. By March 2020, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections for the next 12 years (FY21–FY32) and based on feedback from the PA TIP Subcommittee. At the end of March 2020 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 81 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 the List of Recommended Changes) in July 2020. 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 FY2021 STIP, and the new DVRPC TIP and PennDOT STIP will become effective on October 1, 2020 and will replace the DVRPC FY2019 TIP and PennDOT FY2019 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 as part of the major TIP “Update,” 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. DVRPC conducted a 30+-day public comment period and held two virtual public meetings 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 FY2021 TIP were available online at [www.dvrpc.org/TIP/Draft](http://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](http://www.dvrpc.org/TIP). Past and upcoming TIP Actions for Board approval are available at [www.dvrpc.org/Committees/BOARD](http://www.dvrpc.org/Committees/BOARD).

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## CHAPTER 2:

# Program Summaries

The DVRPC FY2021 TIP for Pennsylvania contains 385 projects (including the Interstate Management Program), totaling over \$5.4 billion for the phases to be advanced during the next four years, an average of \$1.3 billion per year. Programmed funds include \$1.9 billion for projects primarily addressing the non-Interstate Highway System, and almost \$860 million for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of over \$2.8 billion. Additionally, there is a Transit Program for SEPTA, and Pottstown Area Rapid Transit (PART) that totals almost \$2.6 billion. Table 1: 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. Table 2: and Table 3: provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 4 shows the grand total of the highway and transit program.

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

	FY2021	FY2022	FY2023	FY2024	4-Year Total (FY2021– 2024)
Highway Program					
Bucks County	60,900	68,833	49,383	40,250	219,366
Chester County	97,258	80,898	43,845	68,881	290,882
Delaware County	44,155	37,610	58,584	98,074	238,423
Montgomery County	100,092	107,622	67,659	28,532	303,905
Philadelphia County	172,848	212,904	105,244	106,519	597,515
Various Counties	87,035	92,242	78,661	65,197	323,135
<b>Regional Highway Program</b>	<b>562,288</b>	<b>600,109</b>	<b>403,376</b>	<b>407,453</b>	<b>1,973,226</b>
Interstate—Delaware County	11,750	10,300	1,850	12,300	36,200
Interstate—Montgomery County	27,000	6,400	21,400	26,400	81,200
Interstate—Philadelphia County	132,671	160,232	226,807	222,225	741,935
<b>Interstate Program Subtotal Cost</b>	<b>171,421</b>	<b>176,932</b>	<b>250,057</b>	<b>260,925</b>	<b>859,335</b>
<b>Regional Highway and Interstate Program Subtotal Cost</b>	<b>733,709</b>	<b>777,041</b>	<b>653,433</b>	<b>668,378</b>	<b>2,832,561</b>
Transit Program					
PART	2,781	2,182	2,241	2,307	9,511
SEPTA	693,236	610,608	645,559	640,439	2,589,842
<b>Transit Program Subtotal Cost</b>	<b>696,017</b>	<b>612,790</b>	<b>647,800</b>	<b>642,746</b>	<b>2,599,353</b>
<b>Grand Total Cost of TIP</b>	<b>1,429,726</b>	<b>1,389,831</b>	<b>1,301,233</b>	<b>1,311,124</b>	<b>5,431,914</b>

Source: DVRPC, 2020

Table 2: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2021	FY2022	FY2023	FY2024	4-Year Total (FY2021–2024)	2 <sup>nd</sup> 4 Years LFY 2025–2028	3 <sup>rd</sup> 4 Years LFY 2029–2032	Total LFYs 2025–2032
Highway Program								
Bridge State	62,256	62,154	44,238	44,028	212,676	176,626	176,094	352,720
Bridge State—Interstate	1,025	1,025	2,050	2,870	6,970	14,801	0	14,801
Highway State	44,062	47,545	47,259	53,170	192,036	212,674	212,662	425,336
Highway State—Interstate	7,087	6,942	17,951	20,174	52,154	39,130	500	39,630
Bridge Off	13,498	13,498	9,231	9,231	45,458	36,924	36,924	73,848
CAQ	36,881	36,881	36,881	36,881	147,524	147,524	147,524	295,048
e581	2,000	0	0	0	2,000	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	17,955	17,955	17,955	17,955	71,820	71,820	71,820	143,640
LOC	29,746	68,902	6,708	7,542	112,898	17,864	17,556	35,420
NFP	10,000	0	0	0	10,000	183,297	61,099	244,396
NHPP	121,001	106,947	77,675	65,745	371,368	153,745	102,544	256,289
NHPP—Interstate	121,059	160,065	208,106	200,481	689,711	1,001,496	673,524	1,675,020
Other	23,126	0	0	0	23,126	0	0	0
Private	0	45,000	0	0	45,000	0	0	0
RRX	20	0	80	1029	1129	0	0	0
sHSIP	12,871	13,252	262	0	26,385	0	0	0
SPK-NHPP	56,000	33,400	21,400	41,400	152,200	165,000	108,536	273,536
SPK-STP	4,500	17,000	20,000	20,000	61,500	20,000	0	20,000
sSTP	7,304	5,336	3,510	11,650	27,800	43,000	0	43,000
STP	30,405	30,282	26,568	26,397	113,652	105,588	105,588	211,176
STU	76,160	76,160	76,160	76,160	304,640	304,640	304,640	609,280
SXF	14,939	0	0	12,650	27,589	0	0	0
TAP	8,799	6,182	8,884	0	23,865	0	0	0
TAU	3,932	3,932	3,932	3,932	15,728	15,728	15,726	31,454
TIGER	12,000	0	0	0	12,000	0	0	0
Toll	0	0	0	0	0	0	0	0
TPK	0	7,500	7,500	0	15,000	0	0	0
Highway	733,709	777,041	653,433	668,378	2,832,561	2,778,189	2,103,069	4,881,258

Source: DVRPC, 2020

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 81. 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/Other funds. See Figure 2; “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

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

Fund Type	FY2021	FY2022	FY2023	FY2024	4-Year Total (FY2021–2024)	2 <sup>nd</sup> 4 Years LFY 2025–2028	3 <sup>rd</sup> 4 Years LFY 2029–2032	Total LFYs 2025–2032
Transit Program								
1513	1,150	1,150	1,150	1,150	4,600	0	0	0
1514	325,223	338,717	370,952	370,950	1,405,842	1,496,753	1,530,720	3,027,473
1517	50	140	34	61	285	0	0	0
5307	105,704	105,027	105,191	105,226	421,148	416,980	416,980	833,960
5337	121,492	121,492	121,492	121,492	485,968	485,968	485,968	971,936
5339	9,206	9,206	9,206	9,206	36,824	36,824	36,824	73,648
CARES	24,850	0	0	0	24,850	0	0	0
LOC	20,839	25,335	28,047	22,931	97,152	91,249	91,181	182,430
Other	63,445	0	0	0	63,445	0	0	0
PTAF 44	24,058	11,723	11,728	11,730	59,239	33,967	0	33,967
<b>Transit Subtotal</b>	<b>696,017</b>	<b>612,790</b>	<b>647,800</b>	<b>642,746</b>	<b>2,599,353</b>	<b>2,561,741</b>	<b>2,561,673</b>	<b>5,123,414</b>

Source: DVRPC, 2020

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 81. 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.

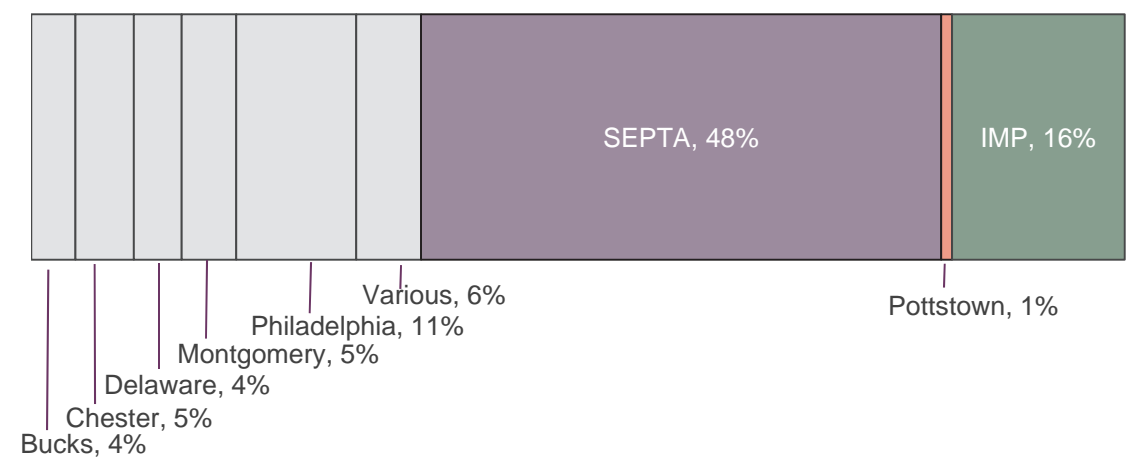
Table 4: Grand Total Highway and Transit Program (\$000)

Program	FY2021	FY2022	FY2023	FY2024	4-Year Total (FY2021–2024)	2 <sup>nd</sup> 4 Years LFY 2025–2028	3 <sup>rd</sup> 4 Years LFY 2029–2032	Total LFYs 2025–2032
Grand Total Cost: Four-Year Highway and Transit Program								
Highway	733,709	777,041	653,433	668,378	2,832,561	2,778,189	2,103,069	4,881,258
Transit	696,017	612,790	647,800	642,746	2,599,353	2,561,741	2,561,673	5,123,414
<b>DVRPC Total</b>	<b>1,429,726</b>	<b>1,389,831</b>	<b>1,301,233</b>	<b>1,311,124</b>	<b>5,431,914</b>	<b>5,339,930</b>	<b>4,664,742</b>	<b>10,004,672</b>

Source: DVRPC, 2020

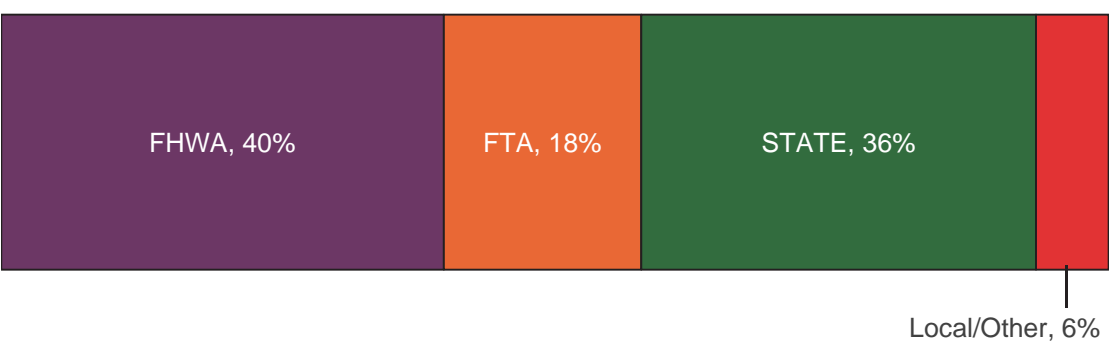


Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)



Source: DVRPC, 2020

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



Source: DVRPC, 2020

## Funding to the Region

Act 89 of 2013 is the state of Pennsylvania's transportation funding bill that provided 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.

Funding for the DVRPC Regional Highway Program in the FY2021 TIP is less than previous TIPs. The reduction is due to two factors. The first is that the Pennsylvania Budget Projections for state funding, which are derived from the state Motor License Fund for state highway and bridges is projected to be \$289 million lower for the Commonwealth over the four year time period of FY21–24. This means that there is a smaller statewide “pie” for projects that can use state highway funds. The second factor is that more funding statewide is being directed to the Interstate Management Program (IMP). The IMP funding levels have been stagnant for 10 years since it was established at \$370 million annually.

Current investment in Pennsylvania's Interstates is between \$450 - \$500 million per year, using the set-aside plus funds from the Secretary of Transportation's SPIKE discretionary funding. The funding that has been programmed in the past for the IMP is not keeping up with the need. The identified need for Pennsylvania's Interstates is \$1.2 Billion per year, and federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP) which is required by FHWA, drove PennDOT and their Planning Partners to agree to increase the IMP funding over time to eventually reach \$1 Billion in FY27 (year 7 of the program) for the IMP.

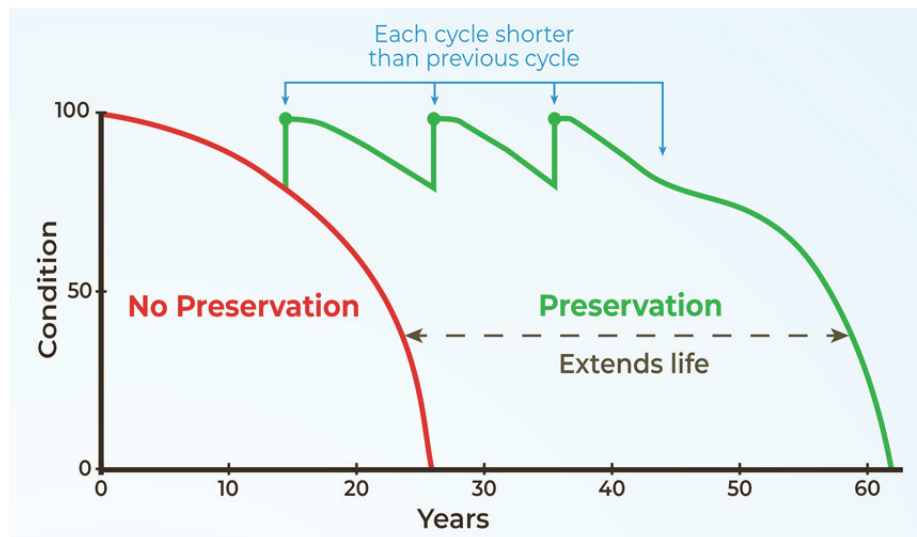
The distribution of regional funding, known as formula funding, has also changed for the Commonwealth, to include a more performance-based approach and focusing on what is called lowest-life-cycle cost (LLCC). States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list; lowest-life-cycle cost is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservations) rather than focusing too heavily on assets in poor conditions (e.g. worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. LLCC is shown visually in Figure 3: Lowest-Life Cycle Cost. The theory is that a series of well-timed preservation activities extends the life of the asset, maintains the asset at a higher performance level for longer, and lowers the total cost per year.

Financial Guidance formulas for core transportation funds distributed statewide in FY21 and FY22 are remaining the same as in the FY2019 TIP in order to allow projects already in the pipeline to receive

similar anticipated funding and hopefully complete programmed projects' construction phases without a radical change in funding outlook. The approach is meant to provide a more gradual implementation of change in the distribution of funds since there are some significant changes that are taking place in the formula funding for FY23, FY24, and beyond. For the last many years, National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STP) funding distribution was based on assigning 65% of a funding category based on bridge condition and 35% of the funding category based on highway condition. New distribution formulas for FY23, FY24, and beyond now run 40% of the funding through a formula attributable to bridge condition data, and 60% of the funding through a formula attributable to highway condition data. The switch in priority is due to the fact that pavement in the commonwealth has deteriorated significantly more over the last several years than bridge condition, pursuant to the high priority on Structurally Deficient/Poor bridges over the last ten (10) years.

There is also a new "Asset Management Factor" or AMF included in the formulas which attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the Commonwealth's TAMP. This factor takes into account the different level of cost incurred in order to repair different types of assets (e.g. surfaced treatment milling costs less than a full depth re-construction, and whether it is a low level asset type versus a limited access highway also impacts the cost of repair). The focus of the formula can be attributed to poor rated bridge deck area versus deck area of all bridges in a region, in order to move away from the worst-first approach to programming. The AMF is a factor in the new formulas. STP funding for bridges does not include the AMF. This approach was selected to transition the change, as PennDOT and its Planning Partners recognized it will take a few years to see what the impacts are and if the "needle" is moved in the correct and anticipated direction. See pages 2-7 in the PennDOT Financial Guidance in Appendix B for additional details and explanation of the funding formulas for the various categories of funds.

Figure 3: Lowest-Life Cycle Cost



Source: PennDOT, 2020

Regarding funding for the Statewide Interstate Management Program (IMP), which is managed statewide, PennDOT's Financial Guidance (Appendix B) indicates that \$2,847,615,000 would be distributed (statewide) to projects in the IMP, over the four years FY21 to FY24, for an average of \$711,904,000 per year. Included in the \$2,847,615,000 funding for the IMP is \$244,286,000 of National Highway Freight

Program (NFP) funding. For projects programmed during the FY21 to FY24 time period, \$758,835,000, or 27 percent of IMP funds, have been distributed to the DVRPC region. This includes \$10,000,000 NFP funds being distributed to the DVRPC region. In addition, \$100,500,000 in SPIKE discretionary funding is also being directed to interstate projects in the DVRPC region, for a total of \$859,335 from statewide funding for DVRPC interstate projects. This is an increase from the \$600,011,000 that was funded during the FY2019 S/TIP.

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 27 percent (\$1,474,149,000) of the \$5.5 billion in federal and state resources from the formula highway funds distributed to MPOs and RPOs in the state, and 62 percent (\$2,497,937,000) of \$4 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 41.8 percent (\$3,972,086,000) of \$9.5 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY2021 to FY2024) 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 1:, 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 DVRPC FY2021 TIP for Pennsylvania includes \$63.45 million of capital financing designated by fund code "OTH" or "Other" for SEPTA. The financing, which will be utilized as needed, may take the form of Grant Anticipation Notes, other short term financing tools, or borrowings under the Employment Based Immigration - 5th Preference (EB-5) program.

Grant Anticipation Notes (GAN) are bonds issued by transit agencies that are secured by future, expected federal grant funding. Transit agencies repay the bonds over a period of time as grant funds are received. 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. SEPTA recently borrowed approximately \$240 million through the EB-5 program to support the acquisition of locomotives, Elwyn to Wawa Rail Service Restoration, City Hall & 15th Street Stations Rehabilitation, Frazer Shop & Yard Expansion, and substation infrastructure improvements.

Funds obtained through capital financing may support vehicle purchases or infrastructure improvements, 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 projects advance.

For the FY2021 TIP, SEPTA has assumed 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

Prior to 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 FY2021 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FY21–FY24) 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 (FY25–FY32) do not technically have available or committed funding and cannot be federally authorized since they 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 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 FY2021 TIP does show a financially constrained 12-year program from FY21–FY32, 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 \$712 million per year (FY21–FY24) 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 32 IMP projects in the region, totaling over \$859 million, which are included in the IMP over the four years FY21–FY24. 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. More funding is being directed to the Interstate Management Program than in the past. The level of funding for the IMP has been stagnant for over 10 years since the IMP was established at \$370 million annually. Current investment in the IMP is approximately \$500 million per year, using \$370 million of IMP funds that are set-aside plus funds from the Secretary's SPIKE discretionary funds. This funding is not keeping up with the need. Identified need for the Commonwealth's Interstates is \$1.2 Billion per year, and federal performance measures, as well as the Statewide Transportation Asset Management Program (TAMP) required by FHWA drove PennDOT and their Planning Partners to increase the IMP funding over time to eventually reach \$1 Billion in FY27, year seven of the twelve year program, for the IMP. The IMP will grow by an additional \$150 million in FY21, plus an additional \$50 million for the following six years to reach a total of \$1 billion per year.

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 21 different areas, including



Financial Management and 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 with the transit operator, as well as with the FTA. SEPTA's 2020 Triennial Review will be conducted in the summer of 2020. In addition, the complete and updated SEPTA Financial Capacity Analysis is included in this document (see Appendix B).

## Project Selection and Evaluation Process

The TIP is 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, competition between projects for inclusion in the TIP clearly exists. In the DVRPC region, the TIP project selection process is consensus based, in combination with a universal Benefit Criteria that incorporates performance-based measures for new projects. Recently adopted by the DVRPC Board on July 25, 2019, the full version of the universal Benefit Criteria that has been established for the TIP is found in Appendix D and is summarized below in the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority.

- **Safety (27 percent):** project implements FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors; addresses identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or implements safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP);
- **Facility/Asset Condition and Maintenance (22 percent):** project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or provides reduced operating/maintenance costs;
- **Equity (12 percent):** location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above-average or well-above-average IPD scores;
- **Centers and the Economy (12 percent):** location within a quarter-mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area; provides a connection between two or more Centers; location in a municipality that meets Economic Development Administration funding eligibility requirements; location within a half-mile of a major regional visitor attraction; or project is part of a major-county-identified economic development project;
- **Reliability and Congestion (11 percent):** location in a CMP congested corridor; implements a CMP strategy appropriate for that corridor; location on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance;
- **Multimodal Use (9 percent):** total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset; and overall benefit to multimodal trip making;
- **The Environment (7 percent):** project expected to deliver high air quality benefits (per FHWA guidance) or incorporates environmentally friendly design principles.

It is 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 working to ensure a variety of project types are all factors that play into consensus-based TIP project selection.

Only new candidate projects in the TIP have been evaluated through this universal Benefit Criteria. Transit agencies will screen projects internally before submitting them for more evaluation. However, due to funding constraints, no new candidate projects outside of special category funds such as HSIP (safety funds which are driven by other criteria) were added to the TIP as part of this FY2021 update. Highway funded candidate projects are also screened via PennDOT's local outreach 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. For more details about the PennDOT Connects policy, see <https://www.pennndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>. New and existing projects in the TIP are consistent with and have been drawn from the DVRPC's Long-Range Plan.

TIP program development occurs through a TIP subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the Highway and Transit Programs, among other important considerations that are ultimately constrained by the level of funding available over a 12-year programming horizon (FY21–FY32) in Pennsylvania. Project managers and stakeholder subcommittee members provide updated project costs and schedules. A series of subcommittee meetings were held that included PennDOT, PART, SEPTA, and DRPA/PATCO staff, as well as city and county partners, in attendance to review projects; identify the highest priorities, costs, and schedules; and to vet concerns and negotiate final programming. New candidate projects were evaluated by using performance-based measures.

## 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.

The Connections 2045 Plan is organized around five core planning principles.

- Sustain the Environment;
- Develop Livable Communities;
- Expand the Economy;
- Advance Equity and Foster Diversity; and
- Create an Integrated, Multimodal Transportation Network.

As part of the Develop Livable Communities core plan principle, the Plan identifies more than 125 Centers, which are appropriate locations to focus future growth and development. The Plan identifies seven different Center types.

- 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.

The Plan includes goals for each core plan principle, strategies to achieve them, and a fiscally constrained financial plan that aims to maintain and improve transportation infrastructure through 2050. The vision and goals set in the Plan forms the basis for the TIP-LRP Benefit Criteria used to evaluate candidate projects for both programs. 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 FY2021 TIP document for Pennsylvania. The Connections 2045: Plan for Greater Philadelphia Long-Range Plan is available on the DVRPC website at [www.dvrpc.org/LongRangePlan](http://www.dvrpc.org/LongRangePlan) in both summary and full document forms. In addition, this site contains videos about long-range planning, research and analysis used to develop the plan, Tracking Progress regional indicators, an interactive webmap of all major regional projects included in the fiscally constrained financial plan and unfunded vision, and Municipal Implementation Tools.

## Congestion Management Process

The Congestion Management Process (CMP) is a systematic and ongoing process for managing roadway congestion throughout a region. It uses performance-based measures to analyze the regional multimodal

transportation system to identify and prioritize congested locations. For the DVRPC, these locations include focus roadway facility corridors, focus intersection bottlenecks, and corridor areas. The CMP analyzes potential causes of congestion, and develops a set of strategies to minimize it and improve the mobility of people and goods to get to their destination. These strategies include, but are not limited to, operational and Intelligent Transportation System 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, the CMP outlines a process for mitigating congestion, including potential multimodal supplemental strategies to reduce travel demand, improve operations, and get the most long-term value from the investment. 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 to help identify where the most appropriate congested locations and CMP subcorridor areas are 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. The CMP update cycle is every four years with the goal of completing just before the start of the LRP, and provide input into both the LRP and TIP. Further information about the CMP can be obtained from the DVRPC resource center or on DVRPC's website at [www.dvrpc.org/CongestionManagement](http://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 by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy.

The FAST Act created the National Highway Freight Program (NFP), funded at an average of \$1.2 billion per year, which is distributed to the states by formula. Each state receives NFP 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 NFP funding. In order to use NFP funding, states must have a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight. Pennsylvania's plan "PA on Track" was published in 2016.

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 41,513 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads. There are approximately 1,413 miles of PHFS in Pennsylvania.
- **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. These portions amounted to approximately 9,843 centerline miles of Interstate, nationwide, and approximately 460 miles in Pennsylvania. As of April 2, 2020 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. In FY2019, the INFRA program awarded over \$855 million to help rebuild, repair, and revitalize infrastructure. The 2020 round of the INFRA grant program made \$906 million available to 20 projects in 20 states. 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](http://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](http://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](http://www.dvrpc.org/freight).

Projects listed in Table 5: 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 0.

## 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 (TASA), 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. DVRPC selects projects for CMAQ funding periodically through 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 October 2019, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 13 projects totaling over \$25 million, for funding in the DVRPC Pennsylvania counties. For more information about the CMAQ Program, please visit [www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq).



Table 5: 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		
Baltimore Pike/Newark Road Intersection Improvements	110312	Chester
Maintains Primary Truck Routes, Highways of Regional Significance, and Pavement		
I-95 Reconstruction	17821, 47811, 47812, 47813, 79686, 79827, 79828, 79904, 79905, 79908, 79910, 79912, 103557, 103558, 103559, 103560, 103561, 103563	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
I-476, MacDade Boulevard Ramp Improvements	70228	Delaware
Maximizes Freight Railroads		
Route 1 Improvement-North (Section RC2)	93445	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, 2020



## **Transportation Alternatives Set-Aside Program (TASA)**

The FAST Act's Surface Transportation Block Grant sets aside funding for the continuation of Transportation Alternatives Set-Aside Program (TASA), 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 TASA allocation, but there is also a direct allocation of TASA funds to urbanized areas with populations greater than 200,000, and all TASA funds must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation.

TASA 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 among others. The FAST Act apportions \$3,932,000 TASA 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. During the regional TASA 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 TASA 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. DVRPC anticipates another selection round taking place in 2021, so applicants should be thinking about developing projects at this time. 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 TASA 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](http://www.dvrpc.org/Trails/RegionalTrailsProgram) or [circuittrails.org](http://circuittrails.org).

Table 6: Toll Authority Projects

Project	Schedule (Years)	Cost (in millions)
Delaware River Joint Toll Bridge Commission		
Scudder Falls Bridge Replacement Project	2021-2022	\$72.4
Trenton-Morrisville Toll Bridge All Electronic Tolling	2023-2024	\$8.4
Washington Crossing Toll-Supported Bridge Replacement (Design)	2019-2022	\$4.8
New Hope—Lambertville Toll-Supported Bridge Rehabilitation	2022-2024	\$4.1
DRPA/PATCO		
Benjamin Franklin Bridge—Masonry Rehabilitation	2023-2024	\$16.5
Ben Franklin Bridge – Suspension Cable Dehumidification	2020-2024	\$35.0
Ben Franklin Bridge – Maintenance Painting and Steel repairs	2020-2024	\$150.0
Commodore Barry Bridge—Deleading and Repainting	2020-2023	\$46.0
Commodore Barry Bridge—Structural Rehabilitation, Phase II	2020-2022	\$17.0
Walt Whitman Bridge—NJ Approach Spans Painting	2020-2022	\$19.0
Walt Whitman bridge—Anchorage Preservation	2020-2022	\$19.0
PATCO—PATCO Hall and Way Interlocking Rehabilitation	2020-2022	\$12.0
PATCO—PATCO Interlocking and Track Rehabilitation Phase II	2022-2024	\$21.1
PATCO—Rehabilitation of PATCO Fleet	2020-2022	\$6.2
PATCO—Install Elevators in Remaining PATCO Stations	2020-2022	\$23.3
PATCO—Lindenwold Yard Track Rehabilitation and Lindenwold Viaduct	2020	\$4.0
PATCO—Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation	2021-2024	\$9.4
PATCO—Replace Electrical Cables in Subways	2020-2024	\$8.5

Source: DVRPC, 2020

Table 6: 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 320-324	Design Ends 2020 Construction on Hold Due to Funding Constraints	Not Available
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP 324-326	Design Ends 2020 Construction Ends 2024	\$286.0
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-316	Design Ends 2020 Construction Ends 2024	\$93.5
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 316-319	Design Ongoing Construction TBD	\$99.0
I-76, Roadway and Bridge Reconstruction, Morgantown to Downingtown, MP 298-312, segment divided into three parts: <ul style="list-style-type: none"> <li>MP 298 to MP 302, MP 302 to MP 308</li> <li>MP 308 to MP 312: reconstruction/replacement of Milford Road Overpass at MP 309.19 completed October 2019</li> </ul>	Design Ongoing Construction TBD	\$385.0
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown MP A-31 to MP A-38 <ul style="list-style-type: none"> <li>Project completion date is scheduled for 6/18/2021</li> </ul>	Construction Ongoing	\$385.0
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown, MP A-38 to MP A-44 <ul style="list-style-type: none"> <li>Project will be bid after the construction of MP A-31 to A-38 Total Reconstruction is complete.</li> </ul>	Design Ongoing Construction TBD	Not Available
PA Turnpike/I-95 Interchange Project—Stage 1	Construction Ends 8/28/2020	\$473.0
PA Turnpike/I-95 Interchange Project—Stage 2—New Falls Road Bridge Replacement	Construction Ends 8/20/2021	\$11.0
PA Turnpike/I-95 Interchange Project—Stage 2—Section A (I-276 west of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	Not Available
PA Turnpike/I-95 Interchange Project—Stage 2—Section C (I-276 east of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	Not Available
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 TBD	Not Available

Source: DVRPC, 2020

## RESPONDING TO ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI CONCERNS

The TIP is the agreed-upon list of priority projects for the region that can affect every resident of the Delaware Valley. As the region's MPO, DVRPC is mandated to ensure non-discrimination in all its programs and projects, including the TIP, as well as respond to federal guidance on EJ. There are two primary federal non-discrimination guidelines DVRPC 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). Additionally, there is guidance from PennDOT for the state of Pennsylvania that DVRPC also follows, referred to as the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide."

The programming process that DVRPC facilitates during the update of the FY2021 TIP for Pennsylvania is dynamic and complex, and must realistically address diverse needs and requirements in addition to Title VI and EJ considerations. These needs all influence how the region's resources are allocated in the TIP to address the needs throughout the region and include:

- balancing funds across various areas, such as consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- resource distribution to different geographic areas;
- different geographic needs;
- technical needs;
- political realities;
- competing transportation modes (transit, bicycle, pedestrian, freight, road);
- capital expansion;
- asset preservation;
- varying degrees of agency capacity levels to implement/sponsor a project;
- eligibility requirements of various funding sources (e.g. HSIP versus CMAQ)
- number of project candidates that meet funding eligibility requirements
- level of funding sources that the region expects; and
- performance-based planning and programming measures.

### What Are EJ and Title VI?

EJ and Title VI are required components in the metropolitan planning process due to legislative and executive actions: the President's Executive Order 12898 from 1994, Title VI of the Civil Rights Act of 1964, and the USDOT Order on EJ in Minority Populations and Low-Income Populations 5610.2(a).

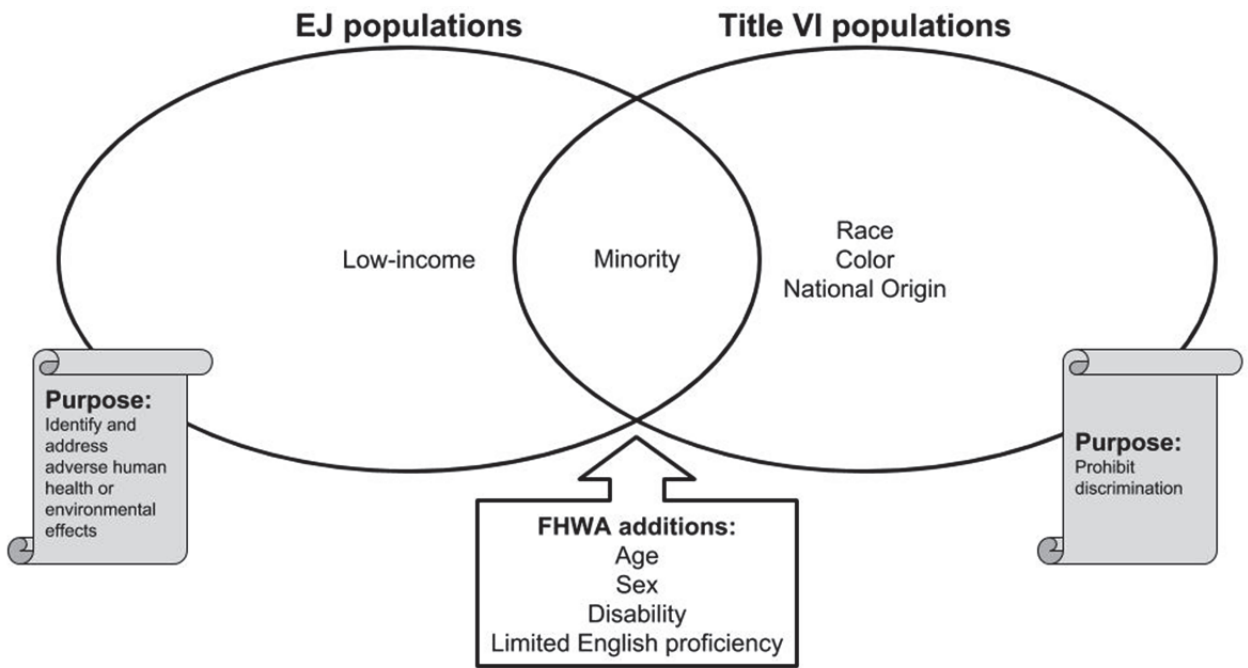
The 1994 President's Executive Order 12898 on Environmental Justice ensures that each agency receiving federal financial assistance will make EJ its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, 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 FTA and the FHWA encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability.

In the transportation realm, the USDOT 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 4: 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 4: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2020

## Identifying Populations

DVRPC is committed to complying with the federal guidance on Title VI and EJ and the state guidance in the Environmental Justice Unified Process and Methodology Guide. DVRPC's Transportation Programs Unit and Office of Communications and Engagement have been designated to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal and state 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;
- 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, now 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](http://www.dvrpc.org/webmaps/IPD). For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities, please visit [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI) and [www.dvrpc.org/GetInvolved/PublicParticipation](http://www.dvrpc.org/GetInvolved/PublicParticipation).

## IPD Methodology

The TIP Selection Process and Program Evaluation use DVRPC's IPD methodology 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.

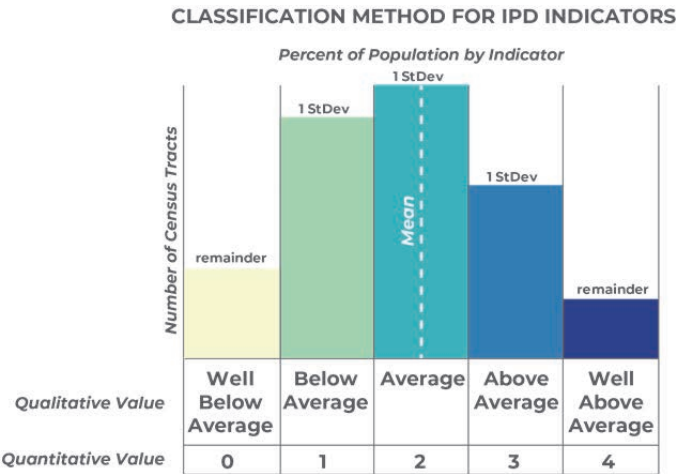
The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above using American Communities Survey (ACS) data. This methodology is used in the FY2021 TIP to understand the distribution of projects and how they may benefit or burden communities of concern, particularly focusing on the low-income, racial minority, and ethnic minority populations.

In the IPD methodology, the data for each of the indicators in the IPD analysis is split into five categories, which are determined by using the regional average to create standard deviations for each indicator. A

score is correlated with each of the five categories to create a system for comparing the concentrations of populations within TIP project areas. As Figure 4 below illustrates, a census tract’s “cumulative score” (an IPD score ranging from 0 to 36) is determined by each of the indicator’s individual scores:

- 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).

Figure 5: IPD Scoring Methodology



Source: DVRPC, 2020

For the purpose of the TIP, these summary scores are then again organized into five categories from “well below average” to “well above average,” to allow for regional comparisons and evaluation. See page 84

Indicators of Potential Disadvantage for more information on IPD scores and categories:

- Well below average (scores from 0 to 11);
- Below average (scores from 12 to 16);
- Average (score from 17 to 20);
- Above average (scores from 21 to 24); and
- Well above average (scores from 25 to 36).

## Demographic Analysis by Low Income, Racial Minority, and Ethnic Minority

Table 7: provides an overview of demographic data from the U.S. Census for the five-county Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties. This includes information on minority and low-income populations, as well as other potentially disadvantaged populations such as



people with disabilities and carless households. A comprehensive table including other minority populations available via US Census data is included in Appendix F.

While White, Non-Hispanic persons represent over 60 percent of the region's population, several minority groups, including Black or African American, Non-Hispanic (22 percent); Asian alone, Non-Hispanic (6 percent) and Hispanic (9 percent) comprise significant portions of the regional population. Several other ethnic minority groups have small populations in the region, each representing less than one percent of the regional population. For the full list of population data, see Table F1 in Appendix F.

Nearly 30 percent of Black or African American, Non-Hispanic people in the region have household incomes below the poverty line, as is the case with just over 30 percent of Hispanic households. For details on poverty rates for other racial groups, see Table F2 in Appendix F.

Maps depicting concentrations of low income and minority populations are included in Appendix F as Figures F1 (Concentrations of Low Income Populations), F2 (Concentrations of Racial Minority Populations), and F3 (Concentrations of Ethnic Minority Populations).

## Assessing Conditions and Needs

As detailed in Chapter 4, MAP-21 and the subsequent FAST Act require state DOTs and MPOs to use Performance-Based Planning and Programming (PBPP) in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals including safety, infrastructure preservation, congestion reduction, and system reliability.

Early in the process of developing the FY2021 TIP, DVRPC shared maps displaying bridge and pavement asset condition and safety data alongside demographic information including EJ and Title VI populations with the Pennsylvania Subcommittee of the Regional Technical Committee (subsequently referred to as the PA TIP Subcommittee), in order to facilitate a conversation among stakeholders about how to maintain and improve the region's transportation network equitably, avoiding disproportionate impacts or levels of investment. Asset condition maps with demographic data are provided in Appendix F.

In addition to the maps provided to the Subcommittee, an analysis of bridge and pavement conditions in communities of concern was conducted in order to identify any disproportionate impacts.

### Bridge Conditions in Communities of Concern

Analysis of bridge conditions found that poor condition bridges are not disproportionately located in communities with average, above average, or well above average concentrations of either low-income or minority populations.

See Tables F3 and F4 in Appendix F for more details. Maps of bridge conditions with demographic information are also included in Appendix F as Figures F4, F5, and F6.

Table 7: Population Estimates in the DVRPC PA Region

Population for 5 DVRPC PA Counties	Population Estimate	Regional Percentage
Total	4,092,856	100%
White, Non-Hispanic	2,502,418	61%
Minority	1,590,438	39%
Black or African American, Non-Hispanic	890,705	22%
Asian, Non-Hispanic	254,658	6%
Two or more races, Non-Hispanic	78,553	2%
Hispanic	350,509	9%
Low Income Population	573,863	14%
Other Communities of Concern		
Limited English Proficiency (LEP)	256,112	7%
Persons with a Disability	503,602	12%
Female Head of Household with Child	106,057	7%
Elderly (65 years or older)	610,637	15%
Carless Households	242,949	16%

Source: American Community Survey, U.S. Census Bureau, 2013-2017

### Pavement Conditions in Communities of Concern

Analysis of pavement conditions found that the amount of poor pavement is not overrepresented in communities with average, above average, or well above average concentrations of low-income or minority populations. There is a slight under-representation of the percentage of pavement in excellent condition found in communities with above average and well above average concentrations of low-income populations. Roughly half of the region's excellent pavement miles are located in communities with well below average concentrations of low-income populations. However, these communities do contain about half of the region's total population.

While this finding will be monitored over time, it should be noted that there are currently less than 200 miles of pavement in excellent condition in the entire five-county southeastern Pennsylvania region, while there are approximately 1,550 miles of pavement in poor condition. PennDOT District 6 has a five-year resurfacing plan to equitably address pavement restoration throughout the region. This work is funded with state maintenance dollars that do not appear in the TIP. The City of Philadelphia has programmed several resurfacing projects in the FY2021 TIP that will address pavement conditions, including many roadways in communities of concern.

See Tables F5 and F6 in Appendix F for more details. Maps of pavement condition with demographic information are also included in Appendix F as Figures F7, F8, and F9.

### **Safety - Crashes and Communities of Concern**

To understand crashes in communities of concern under Title VI and EJ, DVRPC uses mapping developed in the Commission's [Crashes and Communities of Concern report](#) (DVRPC Product #18022). This report is a study of the regional inequities in crash incidence, using a correlation analysis to determine which federally protected classes ("communities of concern") are at the greatest risk of severe vehicle crashes in the Greater Philadelphia region. Its main finding is that census tracts with above average concentrations of low-income, racial minority, ethnic minority, and disabled populations correlate with census tracts that have above average crash rates in the region. See Figures F10, F11, and F12 for maps depicting high concentrations of communities of concern and high rates of crashes.

Analysis of PennDOT crash data from 2013 to 2017 prepared by consultants working with PennDOT Central Office and FHWA (tables F9 and F10 in Appendix F) also found an overrepresentation of bicycle and pedestrian crashes in communities with above average and well above average concentrations of both low-income and minority populations.

As noted in Chapter 4 Performance-Based Planning and Programming, there are multiple approaches for funding transportation projects which will improve safety. One core approach is developing projects that are funded with Highway Safety Improvement Program (HSIP) funds. PennDOT funds a Statewide HSIP Set-Aside Program. The DVRPC region, working with PennDOT District 6, also funds a program of Regional HSIP projects. Many of the projects in this pipeline will address pedestrian and bicycle crashes in communities with high concentrations of low-income and minority populations.

In Figure 6:, the crashes and communities of concern analysis is combined with concentrations of low-income communities and Draft FY2021 TIP projects programmed with Statewide and Regional HSIP funds. Similar maps with concentrations of racial and ethnic minority populations can be found in Appendix F as Figures F13, F14, and F15.

### **Access to Transit**

To understand access to transit, DVRPC uses mapping developed in the Equity Through Access (ETA) project, which is used in the region's Coordinated Human Services Transportation Plan (CHSTP). See [www.dvrpc.org/eta/](http://www.dvrpc.org/eta/) for more details. The ETA transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45 minute transit trip, the general number of essential services accessible in a 45 minute transit trip, frequency of service, and walkability of the block group to transit stations/stops.

Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit and lower values were assigned to areas that are more accessible by transit. Figure 7: shows this transit accessibility in the region.

Figure 6: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Low Income Populations

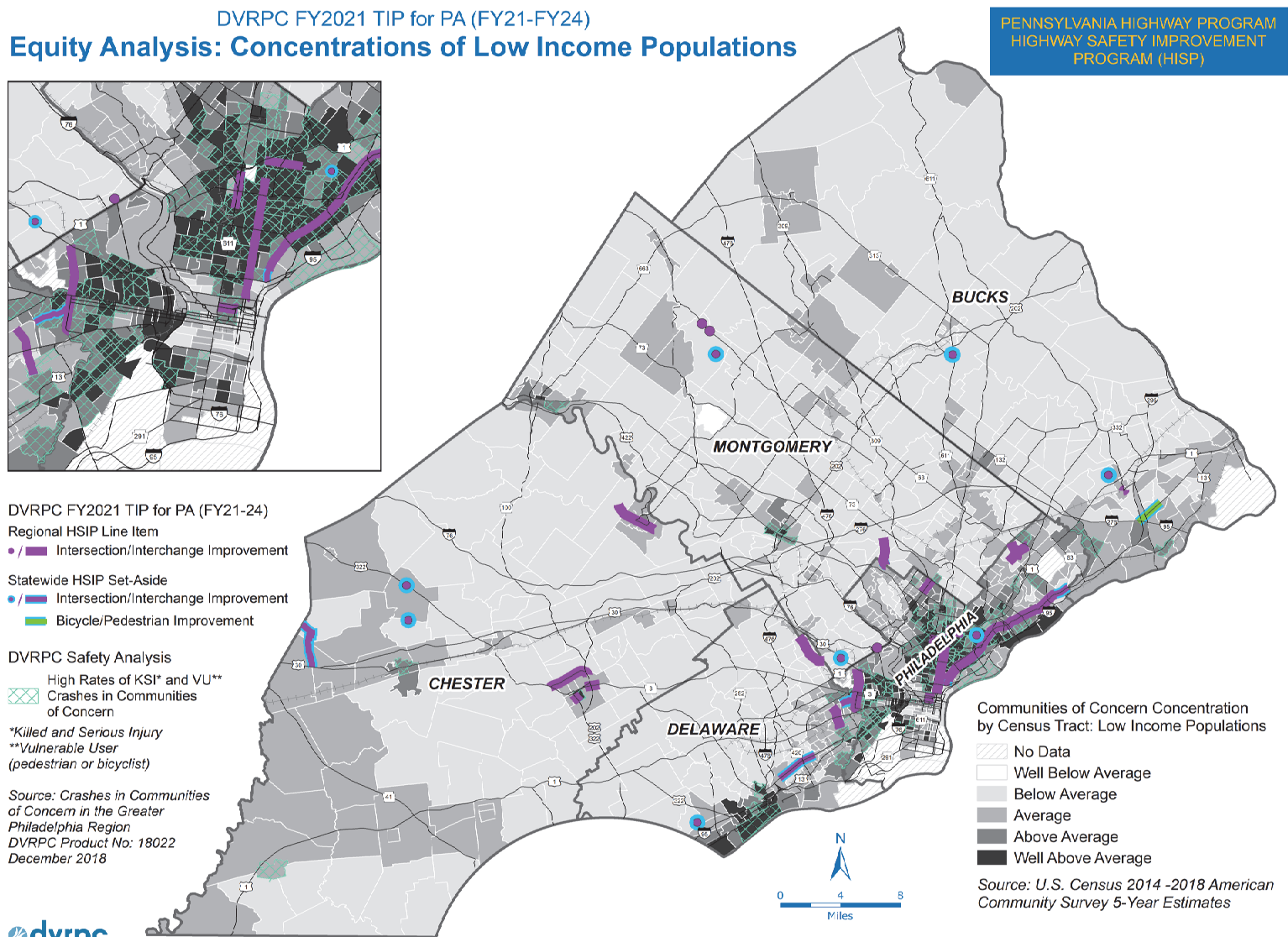
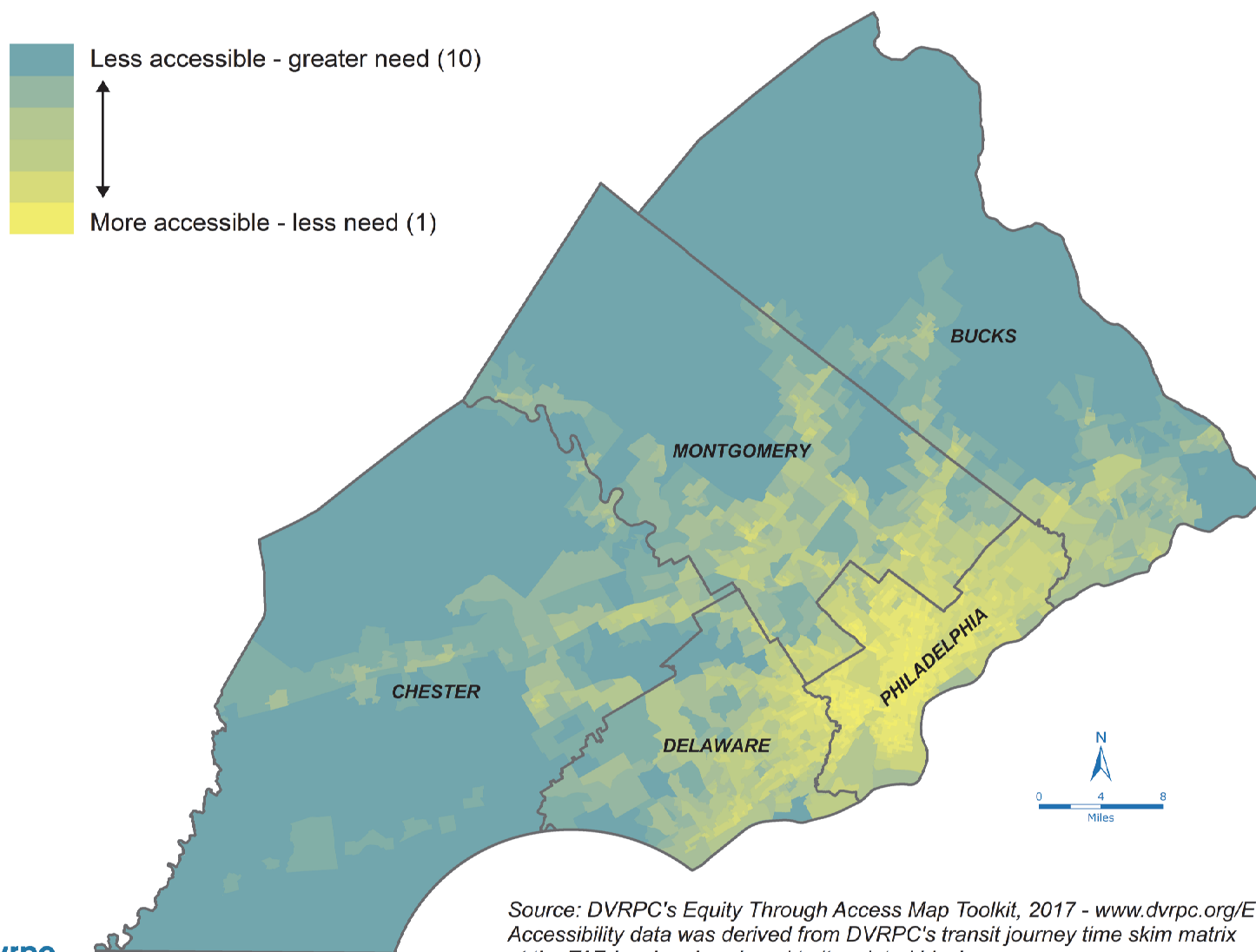


Figure 7: Transit Accessibility in the DVRPC Pennsylvania Region



Source: DVRPC's Equity Through Access Map Toolkit, 2017 - [www.dvrpc.org/ETA](http://www.dvrpc.org/ETA)  
 Accessibility data was derived from DVRPC's transit journey time skim matrix  
 at the TAZ-level and assigned to its related block group.

## Equity Analysis of the TIP

DVRPC evaluated the Draft FY2021 TIP for Pennsylvania in two ways in order to understand if investments could potentially impact protected population groups and/or communities of concern:

- program evaluation by mapping TIP projects; and
- program evaluation of the allocation of investments.

DVRPC evaluated each candidate project proposed for the Draft FY2021 TIP during the project evaluation process and designated an IPD score (see Project Selection and Evaluation Process on page 17 in this document for more details). However, due to funding constraints, none of the candidate projects were added to the TIP as part of this update. After a draft program was agreed upon by the PA TIP Subcommittee, the entire program of investments that can be mapped (“mappable”) was evaluated by census tract by using the IPD analysis. This is called Program Evaluation. Not all TIP projects can be mapped (“Unmappable”) due to the scale and nature of the improvement (e.g., MPMS #17928, Air Quality Partnership). Table F11 in Appendix F lists all 78 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

DVRPC’s Program Evaluation of the TIP covered two aspects: the number of mappable projects (see the TIP Equity Analysis: Project Locations section below) and the amount of proposed investment (see the TIP Equity Analysis: Economic Investment section below). Although a handful of projects were left out of the analysis due to the inability to be represented geographically, FTA and FHWA considers utilizing geographic information systems (GIS) in equity analyses as a best practice for identifying potential impact to communities of concern. A 50-foot buffer was applied to the mapped features (points and lines) in order to capture potentially impacted census tracts.

Federal regulation requires that the TIP covers a minimum of four federal fiscal years of programming (FY21–FY24 for this TIP), but the DVRPC FY2021 TIP for Pennsylvania demonstrates a longer planning and programming horizon in order to provide better information about expected resources and projects that will advance over time. The FY2021 TIP for Pennsylvania details the four required federal fiscal years (FY21–FY24), as well as an additional eight years, for a total of 12 years of project programming from FY21–FY32. DVRPC analyzed mappable transportation projects in the Highway and Transit Programs for the next 12 years (FY21–FY32) with DVRPC’s IPD analysis (see the TIP Equity Analysis: Project Locations section below).

Note that EJ and Title VI are also considered early and continuously in the project delivery process before a project can be 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. A transportation project (or program as a whole) can benefit communities, such as by improving existing or adding new transportation infrastructure. Transportation infrastructure, for instance, can support economic growth and reduce 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, tax revenues, new businesses or 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. For example, improved vehicle 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).

## 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 and at different times of the project process (before, during, and after construction). Hence, EJ and Title VI are vital components of developing and evaluating the TIP.

Returning to the transportation context of EJ 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.

It is important to recognize at the outset that it is challenging to evaluate the potential impacts of transportation projects before they have been designed, as is the case with many of the projects programmed on the FY 2021 TIP for Pennsylvania. There are many complex factors to consider beyond the location of the project and the presence of certain populations that determine the relative impacts of each individual project. Conducting the analysis that follows is still an emerging area of transportation planning. DVRPC and its partners will continue to advance the state of the practice with each update of the TIP.

## Planning Process

Involving members of EJ and other communities of concern in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members of EJ organizations to participate in specific projects and on standing committees, such as the Public Participation Task Force, (PPTF) and the Healthy Communities Task Force. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies. The PPTF includes members selected through an application process designed to maintain a regionally inclusive task force with diverse interests and backgrounds, including EJ and Title VI populations.

More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and PennDOT in the early stages of problem identification and project development. The PennDOT Connects process, described below, offers opportunities for engagement at several points during the project development process.

## Project Selection - TIP-LRP Project Benefit Evaluation

As described in Appendix D, the goal of the TIP-LRP Project Benefit Evaluation Criteria is to provide a data-informed support tool to guide transportation project investment decisions. The Benefit Criteria includes an Equity Criterion, weighted at 12 percent of the total score, which evaluates Equity as it is broadly defined in the Long-Range Plan. This analysis relies on DVRPC's IPD methodology, which includes EJ and Title VI populations, as well as other communities of concern. Projects score based on the IPD analysis for each census tract the project touches, including a population multiplier for each census tract. In addition, any project that increases vehicle speeds above 30 miles per hour or increases traffic



volumes in census tracts with above-average or well-above-average IPD scores will be given a score of 0 points for the Equity Criterion.

The Benefit Criteria also includes consideration of areas with high concentrations of low income, minority, and other communities of concern as part of the Safety Criterion. Safety is the highest weighted criterion in the Benefit Evaluation analysis at 29 percent of the total score. Projects that implement safety strategies with proven benefits in locations identified by DVRPC's Crashes and Communities of Concern in the Greater Philadelphia region analysis ([Publication #18022](#)) are awarded additional points.

New candidate projects for the DVRPC FY2021 Pennsylvania TIP were evaluated using the Benefit Criteria. However, due to funding constraints, none of the candidate projects were added to the TIP as part of this update. A number of new HSIP funded projects were added, but as noted in Chapter 2, Project Selection and Evaluation Process on page 17, these projects are evaluated with their own specific project evaluation criteria, as this federal funding source has very strict eligibility requirements. HSIP eligibility is determined on a project by project basis by staff at PennDOT Central Office, as part of a competitive statewide process.

### **PennDOT Connects**

Highway funded candidate projects are also screened via PennDOT's local outreach initiative, *PennDOT Connects*, which considers community support, potential historic preservation, cultural resource, bicycle and pedestrian, transit, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. DVRPC staff evaluates every project that comes through the PennDOT Connects process using the IPD mapping tool, in order to identify concentrations of EJ, Title VI, or other populations of communities of concern. Information about specific populations is provided to PennDOT Project Managers, along with contact information for local groups representing these populations, when such information is known.

### **Role of NEPA**

PennDOT evaluates potential adverse effects on EJ populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on EJ populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project level EJ analysis. For more information, see [PennDOT Publication #746](#).

For non-exempt projects, information on EJ populations that was gathered during the planning process, including PennDOT Connects outreach, is evaluated, and additional information about EJ populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process via PennDOT Connects and as requested at the project level. PennDOT supplements demographic data with field evaluations that consider a variety of factors, including access to essential goods and services. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are disproportionately high and adverse effects on EJ populations. If it is determined that there are disproportionate impacts which cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project.

Through its Title VI Compliance Program, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens.

### Economic Investment

The IPD methodology is used to understand economic investment among communities of concern. Table 8: illustrates 275 total mappable projects with funding totaling \$5,452,873,000 over 12 years of the FY2021 TIP for Pennsylvania. For the section using all IPD categories, if a project touched multiple census tracts with multiple IPD scores, the highest IPD score was assigned to the entire project. For the sections that break out population concentration by census tract for low-income, racial minority, and ethnic minority, the IPD categories of well below average, below average, and average were grouped together and shown as population percentages and the IPD categories of above average and well above average were grouped together and shown as population percentages.

Table 8: Economic Investment in Communities of Concern (Mapped Projects FY21 – FY32)

Population	Cost (\$ in thousands)	Percent of Investment
<b>All IPDs (Score)</b>		
Well Below Average (1-7)	0	0%
Below Average (8-14)	593,794	11%
Average (15-21)	2,819,811	52%
Above Average (22-28)	1,970,113	36%
Well Above Average (29-36)	6,9155	1%
<b>Low-Income Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0 - 38.8%)	2,788,241	51%
Above to Well Above (38.9 - 100.0%)	2,664,632	49%
<b>Racial Minority Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0 - 48.3%)	3,167,147	58%
Above to Well Above (48.4 - 100.0%)	2,285,726	42%
<b>Ethnic Minority Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0 - 15.4%)	3,782,811	69%
Above to Well Above (15.5 - 100.0%)	1,670,062	31%
<b>Total Cost of Mapped Projects (FY21 – FY32) (\$000): \$5,452,873</b>		

Source: DVRPC, 2020

DVRPC is not able to assign IPD scores and/or population percentages to projects that are unmappable or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis.

## Categorization of Projects

Categorizing projects by their potential burdens or benefits enhances the transparency of a spatial investment analysis and project selection. Knowing a project's impact type clarifies the implications of that project being located near an EJ or non-EJ population. See Table 9: for the categorization of projects.

Table 9: Potential Impact of Mapped and Unmapped PA TIP Projects by Type (FY21 – FY32)

Project Categories for EJ Analysis	Potential Impact Type	Number of Projects in PA FY2021 TIP	Percentage of Projects in FY2021 TIP
<ul style="list-style-type: none"> <li>New Right-of-Way</li> <li>Roadway Expansion</li> </ul>	Projects of concern: High potential for adverse impacts	0	0%
<ul style="list-style-type: none"> <li>Roadway and Bridge Maintenance</li> <li>Roadway New Capacity</li> <li>Bridge Repair or Replacement</li> <li>Roadway Rehabilitation</li> </ul>	Lower potential for adverse impacts / potentially beneficial	144	47%
<ul style="list-style-type: none"> <li>Transit</li> <li>Safety</li> <li>Studies</li> <li>Intersection/ Interchange Improvements</li> <li>Transit Improvements</li> <li>Bicycle/ Pedestrian Improvements</li> <li>Signal/ITS Improvements</li> <li>Streetscape</li> </ul>	Low potential for adverse impact / inherently beneficial	160	51%
<ul style="list-style-type: none"> <li>Other</li> </ul>	Unknown or little to no potential for adverse impact / inherently beneficial	7	2%

**Total number of projects: 311**

Source: DVRPC, 2020

The majority of the projects in the FY2021 TIP fall under the lower potential for impact and low potential for impact categories. There are no projects in the FY2021 TIP that fall under the projects of concern category.

While the NEPA process is focused on avoiding and mitigating excessive burdens and adverse effects of transportation projects, it is also important to recognize the clear benefits of many projects on the FY2021 PA TIP for the communities where the projects are located.

Taking a closer look at some of the projects in the categories above, there are numerous projects in the “Lower” and “Low” potential for adverse impact/inherently beneficial categories that are focused on providing benefits to communities with higher than average concentrations of Low-Income, Racial Minority, and Ethnic Minority populations. These include dozens of projects to repair bridges, pavement, and transit infrastructure, as well as numerous projects to improve safety. Specific examples of inherently beneficial projects in communities with high concentrations of EJ and Title VI populations include:

- The Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (MPMS #107183) and Cramp Elementary School Traffic Safety Improvements (MPMS #111507) projects will implement pedestrian and other safety improvements in the vicinity of three schools in the City of Philadelphia, including Stephen Girard Elementary School, Southwark School, and Cramp Elementary School.
- The North Delaware Riverfront Greenway Section 3 (MPMS #79832) and Pennypack Trail - State and Rhawn Crossing (MPMS #105849) projects will expand trail infrastructure.
- The Boulevard Pedestrian Safety and Direct Bus Improvements project (MPMS #111506) will continue to make pedestrian and other safety improvements to enhance SEPTA’s Boulevard Direct Bus service on Roosevelt Boulevard.
- The State Road Sidewalks project (MPMS #111477) will construct new sidewalks along State Road in London Grove Township, Chester County.
- The I-95 Noise Abatement project (MPMS #108910) will evaluate and implement noise abatement measures along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County.

The maps on the following pages illustrate mappable highway and transit projects in the FY2021 PA TIP along with concentrations of Low-Income Populations. Similar maps with concentrations of racial and ethnic minority populations can be found in Appendix F as figures F17, F18, F20, and F21.

# DVRPC FY2021 TIP for PA (FY21-FY24) Equity Analysis: Concentrations of Low Income Populations

PENNSYLVANIA HIGHWAY PROGRAM

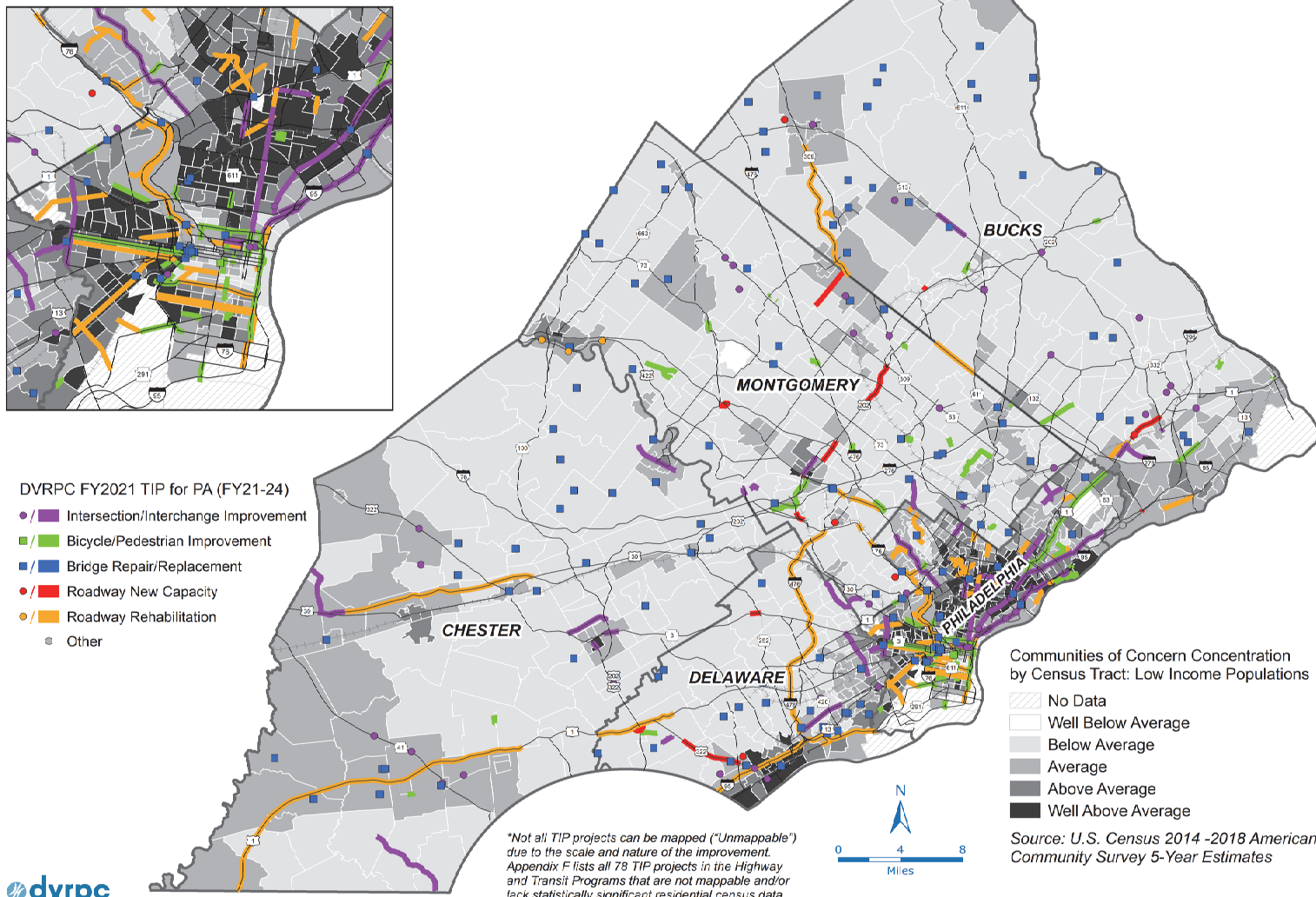
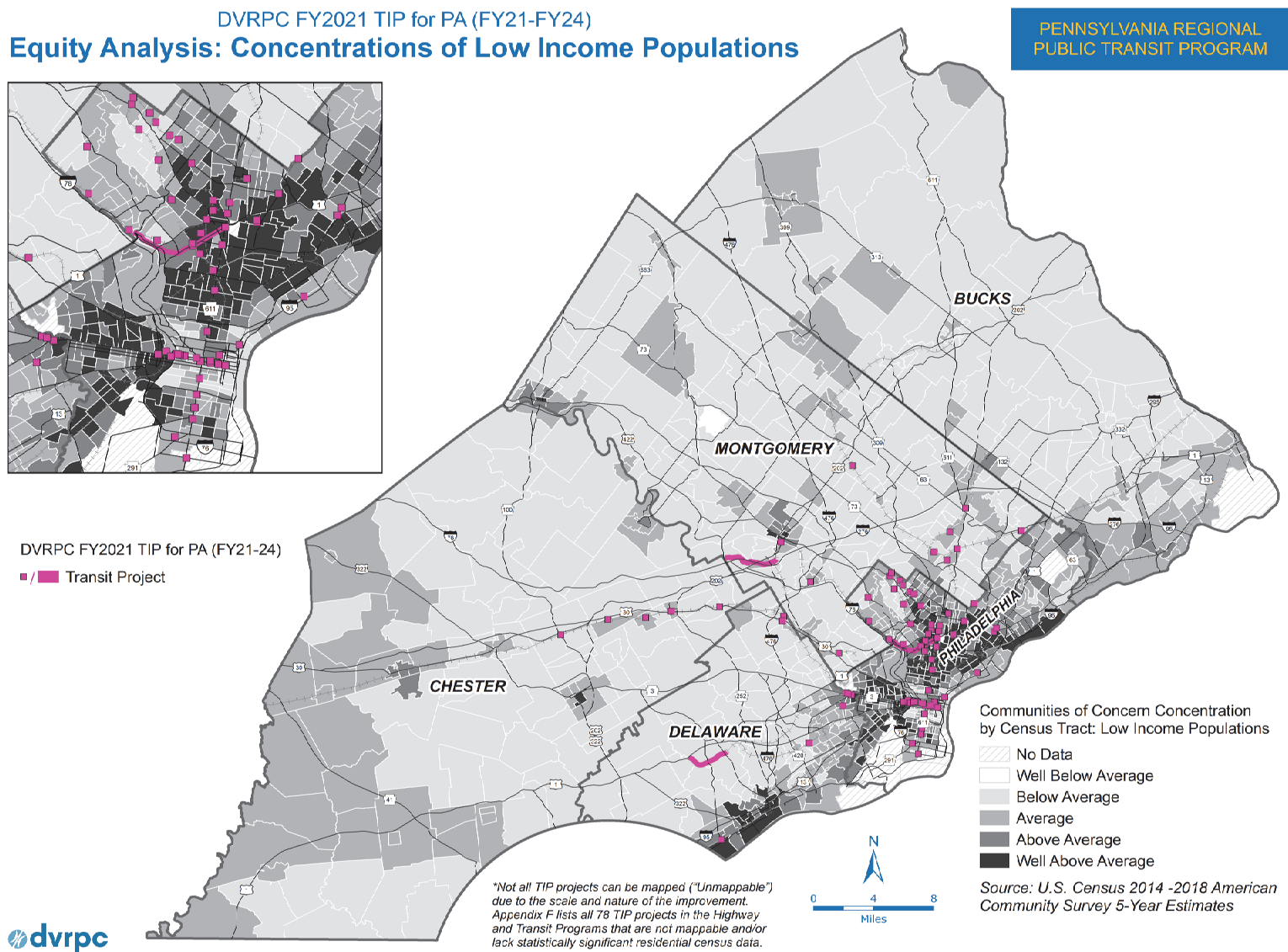


Figure 8: Highway Projects and Concentrations of Low Income Populations

Figure 9: Transit Projects and Concentrations of Low Income Populations





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# 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, Transit Operators, 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. This section describes both highway and transit approaches to Performance-Based Planning and Programming (PBPP) in the DVRPC region. The goal of 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.

The regulations required by FHWA are related to seven national goals:

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

Regulations required by FHWA have established final rules on performance measures that address the seven goals, accordingly:

- Fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads
- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- Performance (system reliability) of the Interstate system and the remainder of the NHS bridge condition on the NHS
- Bridge condition on the NHS
- Traffic congestion
- Freight movement on the Interstate system
- On-road mobile source emissions

The regulations required by FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

- Transit safety
- Transit rolling stock
- Transit equipment
- Transit infrastructure
- Transit facilities

For more information about the development and implementation of Transportation Performance Management (TPM) policy and rulemaking, see [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm) for Highway and [www.transit.dot.gov/performance-based-planning](http://www.transit.dot.gov/performance-based-planning) for Transit. For the TPM implementation timeline for all performance measures, see [www.fhwa.dot.gov/tpm/rule/timeline.pdf](http://www.fhwa.dot.gov/tpm/rule/timeline.pdf) for Highway and [www.transit.dot.gov/regulations-and-guidance/transportation-planning/timeframes-performance-based-planning](http://www.transit.dot.gov/regulations-and-guidance/transportation-planning/timeframes-performance-based-planning) for Transit.

## Highway Safety Performance Management Measures Rule (PM1)

Highway Safety is the first national goal identified in the FAST Act and had 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 Management (TPM) policy and rulemaking, see [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm). For the TPM implementation timeline for all performance measures, see [www.fhwa.dot.gov/tpm/rule/timeline.pdf](http://www.fhwa.dot.gov/tpm/rule/timeline.pdf).

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. Subsequent resolutions were adopted supporting statewide safety targets for CY 2019 on January 25, 2019, and CY 2020 on January 23, 2020.

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. Unfortunately, for CY 2018, Pennsylvania did not meet or make significant progress towards its safety performance targets on three out of five performance measures: Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Serious Injuries. PennDOT is

now required to submit an HSIP Implementation Plan. This plan was delivered to FHWA by the June 30, 2020 deadline. PennDOT is also required to use obligation authority equal to the HSIP apportionment for FY2018, which is \$97,585,000, for safety projects in the upcoming fiscal year.

### PennDOT Statewide Highway 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 CY2020:

Table 10: Pennsylvania Statewide Safety Targets

Performance Measure	5-Year Rolling Averages	
	Baseline	Target
	2014-2018	2016-2020
Number of Fatalities	1,182	1,171.9
Fatality Rate	1.169	1.148
Number of Serious Injuries	3,839.6	4,400.3
Serious Injury Rate	3.797	4.309
Number of Non-motorized Fatalities and Serious Injuries	679	781.7

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 Highway Safety 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 annual Statewide Planning Partners Meetings and via bi-monthly conference calls. In January 2018, DVRPC took formal action to adopt the same set of safety targets as the state. Subsequent to the adoption, DVRPC submitted a check-off letter to PennDOT, in place of written procedures of collaboration, agreeing to support the state targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT safety targets. Subsequent resolutions were adopted supporting statewide safety targets for CY 2019 on January 25, 2019, and CY 2020 on January 23, 2020.

## Progress Toward Highway Safety Targets

The DVRPC 2021 TIP for PA 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 (sHSIP), 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 Table 11:.
- In addition to advancing projects awarded through the Statewide HSIP Set-Aside Program, the DVRPC region is allocated close to \$18 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 Table 11:.
- 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.
- PennDOT Central Office opened the HSIP funding site in SharePoint in January 2017 and it is still utilized to this day. 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 FY2021 TIP for PA includes 48 projects totaling over \$120.4 million for selected projects utilizing federal HSIP funds.

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 highest priority for project evaluation. 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.

Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds

County	Project	Description	HSM Benefit/Cost	Funding Status
Bucks	Old Lincoln Hwy. (SR 2037) and Hulmeville Ave. (SR 2047) Safety Improvements	Adding exclusive left-turn lanes, modifying left-turn signal phasing, increase all-red clearance interval	2.51	Ongoing 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	
	Route 113 and Minsi Trail Rd. Roundabout	Roundabout at Souderton Rd. and Minsi Trail Rd.	5.08	New Regional
	Buckingham Rd and York Rd. (PA 263) Roundabout	Roundabout at Buckingham Road and York Road	1.31	
	Penndell Borough Intersection Improvements	Road diet, add left-turn lanes, upgrade pavement markings, high visibility crosswalks, signals	2.56	
Chester	Horseshoe Pk. at Manor Rd.	Installation of left turn lanes	6.37	Ongoing Statewide
	PA 10 Shoulder Widening	Shoulder widening	5.95	
	Manor Rd. at Cedar Knoll/Reeceville Rd.	Roundabout installation	2.96	
	SR 896 Safety Improvement	Increase the lane and shoulder width; install signage; raised pavement markers, rumble strips	N/A <sup>1</sup>	Ongoing Regional
	West Chester Pike Safety Improvements	Install chevrons, curve warning, , retroreflective back plates, of right-in/right-out access	9.46	New Regional
	Route 23 Corridor Safety Improvements	Install retroreflective back plates, pedestrian countdown timers and pushbuttons, install new signal, eliminate passing lane	17.13	
	US 322 West Chester Bypass Safety Improvements	Remove passing lane, extend acceleration/deceleration lanes, install bike shoulders, centerline rumble strips, left-turn lanes, wrong-way countermeasures	3.93	
	High Street Pedestrian Improvements	Install retroreflective back plates, pedestrian countdown timers, signals and lighting	7.51	

Source: DVRPC 2020

<sup>1</sup> This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
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	Ongoing 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	
	Bethel Rd. Roundabout	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 (MPMS #111167)	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	Ongoing Regional
	Smithbridge Road Corridor	Roundabout installation	N/A <sup>2</sup>	
	Haverford Rd. Corridor Safety Improvements	Installation of road diet, left-turn lanes, actuated advanced warning dilemma zone protection system	8.54	New Regional
	Lansdown Ave Corridor Safety Improvements (MPMS #115427)	Installation of retroreflective back plates, pedestrian countdown timers, additional lighting, and raised and high visibility crosswalks	15.23	

Source: DVRPC 2020

<sup>2</sup> This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.



Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (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	Ongoing Statewide
	Main St. Corridor Safety Improvements	Turn lane and signal modifications along corridor; relocate roadside fixed objects along corridor	2.1	
	Bethlehem Pike Safety Improvements	Install partial road diet, left-turn lanes, pedestrian countdown timers and retroreflective back plates	15.16	New Statewide
	Lancaster Ave and Remington Rd. Intersection Improvements	Add left-turn lanes, install pedestrian countdown timers, add ADA ramps, upgrade existing mast arm and add additional primary signal head	5.27	
	Wynnewood Rd. Road Diet	Installation of a road diet, eliminates one conflicting through movement for left turns, left-turn lanes, retroreflective signing and pavement markings, improve signal coordination	3.40	New Regional
	Sumneytown Pike Intersection Improvements	Install left-turn lanes, remove skew angle of road, install intersection lighting	3.33	
	Belmont Ave and St. Asaphs Rd. Roundabout	Installation of a roundabout	2.00	
Philadelphia	Rising Sun Ave. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	11.08	Ongoing Statewide
	Frankford Ave. Signal Improvements	Improve signing and pavement markings; improve traffic signal equipment including pedestrian countdowns; traffic calming measures	6.93	

Source: DVRPC 2020

Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Philadelphia	Roosevelt Blvd. IHSDM Study	Interactive Highway Safety Design Model Study of Roosevelt Blvd. at two different locations that represent whole corridor	N/A <sup>3</sup>	New Statewide
	Roundabout at Castor Ave. and Wyoming Ave.	Roundabout installation at Castor Ave. and Wyoming Ave.	3.64	Ongoing Statewide
	Castor Ave. Corridor Safety Improvements	Road diet; modify left turn signal phasing; left turn lane at 13 intersections	9.27	Ongoing Regional
	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	Ongoing Regional
	Henry Ave. Corridor Safety Improvement, Phase 1	Install pedestrian signals at all locations; install centerline rumble strips where appropriate; perform selective tree removal; install reflective pavement markers	N/A <sup>4</sup>	
	Henry Ave. Corridor Safety Improvement, Phase 2	Install pedestrian signals at all locations; install centerline rumble strips where appropriate; perform selective tree removal; install reflective pavement markers	N/A <sup>5</sup>	
	Broad St Corridor Safety Improvements	Replacement of two-way left-turn lane with raised concrete medians	26.70	New Regional
	Verree Rd. Corridor Safety Improvements	Conversion of signals from pedestal-mounted to mast arm, addition of pedestrian countdown timers and push buttons, coordination of arterial signals	19.86	

Source: DVRPC 2020

<sup>3</sup> This is the HSM analysis for the proposed alternatives and will be part of decision matrix to compare alternatives.

<sup>4</sup> This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

<sup>5</sup> This project was initiated before the current HSM Benefit/Cost analysis procedures were established for Pennsylvania's HSIP funding.

Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Philadelphia	Welsh Rd. Corridor Safety Improvements	Installation of road diet, left-turn lanes, pedestrian countdown timers, coordination of signals, and installation of retroreflective back plates	12.29	New Regional
	Frankford Ave. Corridor Safety Improvements	Conversion of signals from pedestal-mounted to mast arm, addition of pedestrian countdown timers, installation of retroreflective back plates, upgrade signal cabinet, coordination of arterial signals	14.44	
	63 <sup>rd</sup> St Corridor Safety Improvements	Make pavement marking visible, update left-turn phasing and vehicle and pedestrian timings, install single-lane roundabout	8.60	
	Washington Lane Corridor Safety Improvements	Installation of retroreflective back plates, pedestrian countdown timers, signal coordination, convert signals from pedestal to mast-arm, install curb bump outs, raised crosswalk and flashing beacons	14.35	
	Vine St. Corridor Safety Improvements	Installation of road diet, curb protected bike lane, remove on-street parking, and update signal equipment	1.76	
	Wyoming Ave. Corridor Safety Improvements	Convert signals from pedestal-mounted to mast arm, provide flashing beacons at un-signalized intersections	9.78	
	5 <sup>th</sup> St Corridor Safety Improvements	Convert all signals from pedestal-mounted to mast arm and install pedestrian countdown timers	17.44	

Source: DVRPC 2020

Table 11: Projects Utilizing Federal Highway Safety Improvement Program (HSIP) Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Region wide	2020 Districtwide HFST	Installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable	N/A <sup>6</sup>	New Regional
	2021 Districtwide HFST	Installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable	N/A <sup>7</sup>	

Source: DVRPC 2020

## Infrastructure (Pavement and Bridge) Performance Management Measures Rule (PM2)

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017. It established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate System, pavements on the National Highway System (NHS) (excluding the Interstate System), and bridges carrying the NHS which include on- and off-ramps connected to the NHS. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. The Infrastructure Performance Management Measure rule requires the State DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and Non-Interstate NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

<sup>6</sup> High Friction Surface application noted 70 to 80 percent wet pavement crash reduction based on previous studies and Everyday Counts Initiative. PennDOT did not perform HSM analysis for each corridor. Based on past studies PennDOT is focusing on 50 percent or above select ratio for wet pavement cluster list. This typically yields to significant benefit/cost ratio in range of 70 to 80.

<sup>7</sup> High Friction Surface application noted 70 to 80 percent wet pavement crash reduction based on previous studies and Everyday Counts Initiative. PennDOT did not perform HSM analysis for each corridor. Based on past studies PennDOT is focusing on 50 percent or above select ratio for wet pavement cluster list. This typically yields to significant benefit/cost ratio in range of 70 to 80.

The pavement and bridge performance measures include:

- % of Interstate pavements in good condition
- % of Interstate pavements in poor condition
- % of Non-Interstate NHS pavements in good condition
- % of Non -Interstate NHS pavements in poor condition
- % of NHS bridges by deck area classified in good condition
- % of NHS bridges by deck area classified in poor condition

State 2-year and 4-year targets (the desired state of good repair) were due May 20, 2018. Like the Highway Safety Performance Measure, MPOs must establish targets by either agreeing to support the State targets or establishing their own quantifiable targets no later than 180 days after a State DOT establishes (or amends) its targets. On October 25, 2018, the DVRPC Board agreed to support PennDOT's statewide Pavement and Bridge Infrastructure Performance targets and PennDOT's efforts at achieving those targets shown in Tables 15 and 16 below. Note that 2-year targets (FY18-FY19) for the Interstate are not required for the first performance period (hence "n/a"). The "Baseline" in Tables 15 to 20 is based on the most recent calendar year of data (2017). DVRPC will be revisiting the targets for PM2 in the Fall of 2020 as part of the 2-year interim review.

### Pavement Performance Targets

The Infrastructure Performance Management Measure rule requires the State DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and Non-Interstate NHS.

Federal rulemaking 23 U.S.C. 119 requires that all distress component information be collected for one-tenth-mile increments. Pavement condition is measured by four distress components (International Roughness Index, Cracking, Rutting, and Faulting), which are then translated to good, fair, or poor condition scores per FHWA criteria and then broken out into separate values for the Interstate and Non-Interstate NHS.

- **International Roughness Index (IRI)** – Quantifies how rough the bituminous and concrete pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- **Cracking** – Measures the percentage of bituminous and concrete pavement surface that is cracked.
- **Rutting** – Measures the depth of ruts (surface depression) in bituminous pavement in inches.
- **Faulting** – Quantifies the difference in elevation across transverse concrete pavement joints in inches.

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which is approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Table 12: State Pavement Infrastructure Performance Targets

Pavement Infrastructure	Condition	Baseline	2-Year Target	4-Year Target
Interstate Pavement Lane Miles	Good	67.2%	n/a	60.00%
	Poor	0.4%	n/a	2.00%
Non-Interstate NHS Pavement Lane Miles	Good	36.8%	35.00%	33.00%
	Poor	2.3%	4.0%	5.0%

Source: DVRPC 2020

PennDOT’s pavement condition targets (its desired state of good repair) for NHS Interstate roadways mirror the federal standard: no more than 5 percent of Pennsylvania’s NHS Interstate pavements shall be rated in poor condition. PennDOT’s pavement condition targets, see Table 12:, are consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

Although the 2-year and 4-year targets assume pavement condition worsening, PennDOT and DVRPC are committed to a long-term goal of improving pavement conditions, and achieving a sustainable “state of good repair.” Further, less than 5 percent of the NHS Interstate pavements are rated in poor condition, per federal requirement. If the threshold is not met, restrictions are placed on PennDOT’s federal funding—specifically, NHPP and Surface Transportation Program (STP) funds. FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the State DOT to establish performance targets.

### Bridge Performance Targets

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA’s performance measures aim to assess bridge condition by dividing the percentage of NHS bridges rated in good and poor condition by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

A structure’s overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is deemed poor. 23 CFR 490.411(a) requires that no more than 10 percent of a state’s total NHS bridges by deck area are in poor condition. It is important to note that poor does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in “good” and “poor” condition and dividing by the total deck area of all NHS bridges.

As with the pavement condition measures, DVRPC relied upon PennDOT for calculation of bridge condition metrics and supports PennDOT's Statewide targets (the desired state of good repair) in Table 13:

Table 13: State NHS Bridge Infrastructure Performance Targets

Bridge Infrastructure	Condition	Baseline	2-Year Target	4-Year Target
NHS Bridge Deck Area	Good	25.6%	25.8%	26.0%
	Poor	5.5%	5.6%	6.0%

Source: DVRPC 2020

PennDOT's bridge condition targets are consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

### Coordination on Bridge and Pavement Performance Targets

A TAMP Steering Committee was formed in January 2017. The Committee is comprised of representation from PennDOT Executive Management, FHWA, and the Pennsylvania Turnpike Commission (PTC), as well as PennDOT's Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, and Highway Safety and Traffic Operations Division. The purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures. The TAMP Steering Committee met on January 4, 2017, February 6, 2017, September 21, 2017, October 31, 2017, November 13, 2017, December 21, 2017, and April 16, 2018.

A workshop was conducted on October 12, 2017, with PennDOT, Planning Partners and FHWA Pennsylvania Division staff related to fully integrating an asset management approach into decision-making. A workshop was conducted on January 11, 2018, with PennDOT and FHWA Pennsylvania Division staff to identify future steps and requirements related to the TPM rulemaking. PennDOT provided status updates on the development of performance measure data, tools, and methodologies to the Planning Partners. On October 18, 2017, PennDOT provided an overview of the performance measures and general approaches for target setting at the Planning Partners Fall Conference in State College. On a March 20, 2018, conference call, PennDOT provided a status update on the development of baseline measures and targets. PennDOT conducted a webinar on May 9, 2018, to review the State DOT targets with the Planning Partners. PennDOT has worked to develop the Pennsylvania Department of Transportation MAP 21 and FAST Act Performance Management Road Map to provide Planning Partners with a resource on the performance measure requirements and calculations.

### Progress Toward Pavement and Bridge Performance Targets

DVRPC is dedicated towards system preservation for pavement and bridges. The DVRPC Long-Range Plan ("Plan") places an increased emphasis and analysis related to transportation system preservation needs and funding, which in turn informs the fiscally-constrained list of projects included in the Long-Range Plan and TIP. In the DVRPC PA region, the Plan identified \$42.6 billion needed for pavement and bridge preservation projects. Of this total need, \$1.97 billion is programmed in the four-year Draft FY2021 TIP for system preservation, under the regional TIP, which does not include the majority of the I-95 reconstruction, which is listed on the Statewide Interstate Management Program.



Per Table 20 in the Draft 2045 Amended Long-Range Plan (2020), system preservation receives the most funding of all highway project types. Of the entire \$26.0 billion allocated to all roadway improvements in the Plan, 50 percent or \$13 billion is allocated to bridge preservation, followed by 30.5 percent or \$7.9 billion for pavement preservation. Table 21 in the Draft 2045 Amended Long-Range Plan (2020) lists all major regional system preservation projects needed to maintain the existing system.

At the time that the FY2021 TIP was released for Public Comment, 26.9 percent or almost \$529.1 million out of \$1.97 billion total in the First-Four Years of all projects in the DVRPC Regional Highway Program were bridge preservation projects, which was the highest percentage of all TIP project categories. 16.8 percent or \$331.7 million was programmed for roadway rehabilitation, reconstruction, and restoration over the First-Four Years of the TIP. Major regional roadway preservation projects and their current funding status are shown in the TIP.

Facility and Asset Condition is the second highest ranked criterion in DVPRC's TIP-LRP Project Benefit Criteria, accounting for 22 percent of the investment recommendation. Projects score well by bringing a facility or asset into a state of good repair, extending the useful life of a facility or asset, or providing reduced operating/maintenance costs. A focus on fix-it-first has helped to reduce the Pennsylvania subregion's state-maintained poor condition bridges from 22 percent of all deck area in 2007 to just 9 percent in 2018.

The major regional system preservation projects funded in the TIP are as follows:

- PA 309 Sellersville Bypass (MPMS #86923)
- Darby Road Extension (North Valley Road over Amtrak )(MPMS #47979)
- US 1 Reconstruction in Chester County (MPMS #14580, #14581)
- US 422 Reconstruction (MPMS #14698, #16738, #64220)
- US 1 Roosevelt Boulevard over Wayne Junction (MPMS #83736)

## System Performance (NHS, Freight, CMAQ) Performance Management Measures Rule (PM3)

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program was published in the Federal Register (82 FR 5970) on January 18, 2017, and became effective on May 20, 2017.

This final rule is the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and onroad mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as PM3 measures. System Performance Management Measures include the following listed below that are divided into three categories: Travel Time Reliability, Congestion, and Emissions Reduction. Each category has its own measures.

## Travel Time Reliability (TTR)

- Percent of Person-miles Traveled (PMT) on the Interstate System that are Reliable
- Percent of PMT on the Non-Interstate NHS that are Reliable
- Interstate System Truck TTR Index

## CMAQ Congestion

- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel
- CMAQ Emissions Reduction
  - On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

State 2-year and 4-year targets were due May 20, 2018. Like Safety Performance Measures and Infrastructure Performance Measures, MPOs must establish targets by either agreeing to support the State targets or establishing their own quantifiable targets no later than 180 days after a State DOT establishes (or amends) its targets. If the MPOs establish their own performance measure targets, they should coordinate with PennDOT on the selection of the targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

On September 24, 2020, the DVRPC Board agreed to support PennDOT's statewide NHS System Performance and Freight System Performance targets and PennDOT's efforts at achieving those targets shown in Table 14: and Table 15:. The DVRPC Board agreed to support PennDOT's CMAQ Congestion targets and the CMAQ Emissions Reductions targets on September 24, 2020.

## Travel Time Reliability (TTR) Targets

Reliability refers to the variability of travel times on road segments experienced by travelers. The more variability in travel time then the less reliable the trip. Traffic congestion occurs when the amount of traffic far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when congestion occurs on it is consistent, it is considered reliable. The US DOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. The Traffic Congestion and Reliability: Linking Solutions to Problems is available on the FHWA website at [https://ops.fhwa.dot.gov/congestion\\_report\\_04/chapter2.htm](https://ops.fhwa.dot.gov/congestion_report_04/chapter2.htm).

The first major performance area under system performance is Travel Time Reliability (TTR). The measures for TTR are the percentage of person-miles traveled (PMT) on the Interstate on the National Highway System (NHS) with reliable travel times, and the percentage of PMT on the non-Interstate NHS with reliable travel times. Travel times in this measure are derived from the National Performance Management Data Set (NPMRDS v2), based on archived probe-based traffic data, and traffic volumes are from the Highway Performance Monitoring System (HPMS). The measures are calculated using the UMD CATT Lab RITIS Probe Data Analytics (PDA) software platform, and generated by roadway segment using the Level of TTR metric, defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile). Any value equal or less than 1.50 is considered reliable. The percentage of person-miles traveled that are reliable for the region is the ratio of the reliable segments TTR multiplied by segment traffic volumes to all segments TTR multiplied by traffic volumes.

Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, the MPOs have collaboratively decided to keep the future 2-year and 4-year TTR Targets for Interstate and Non-Interstate the same as the 2017 baseline values (See Table 14:). Moving forwards as more reliable NPMRDS v2 data is expected to be available over the next four six years, future trends may be more evident to revise and adjust targets.

In some respects, these may be more appropriately referred to as benchmarks. PennDOT will track the measures over the next two years. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. PennDOT will coordinate any updates to the performance measures with the Planning Partners.

Table 14: State Travel Time Reliability Targets

NHS System	Baseline	2-Year Target	4-Year Target
Person Miles Traveled on Interstate with Reliable Travel Times (%)	89.8%	89.8%	89.8%
Person Miles Traveled on Non-Interstate NHS with Reliable Travel Times (%)	87.4%	n/a	87.4%

Source: DVRPC 2020

### Freight/Truck Travel Time Reliability Targets

The national system performance measure for freight is the Truck Travel Time Reliability (TTTR) Index and is required for interstate highways on the NHS only. Like TTR this measure is derived from the NPMRDS v2 data and calculated using UMD CATT Lab RITIS PDA software platform. It is expressed as an index, unlike the TTR measure which is based on a percent reliability threshold that determines whether a segment is reliable or not. TTTR is the ratio between the “congested” (95th percentile) and “average” (50th percentile) truck travel times. This metric is averaged for all Interstate road segments in the state, weighted by distance, resulting in the TTTR Index for the state.

As with the TTR performance measures, PennDOT and the MPOs have collaboratively decided to keep the future 2-year and 4-year TTTR Targets for Interstate the same as the 2017 baseline values (See Table 15:).

Table 15: State Freight Performance Targets on the NHS Interstate Highway System

Freight	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability	1.34%	1.34%	1.34%

Source: DVRPC 2020

Future revisions and modifications to the PDA tool may impact the reported performance measures and established targets, so PennDOT will track the measures over the next two years. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a

report due to FHWA by October 1, 2020. PennDOT will coordinate any updates to the performance measures with the Planning Partners.

### **Coordination on Travel Time Reliability (TTR) and Freight/Truck TTR Targets**

The very first State 2-year and 4-year targets were due May 20, 2018, and have been reported to FHWA in the 2017 baseline report that was due October 2018. To satisfy coordination requirements [23 CFR 490.105(e)(2)], PennDOT has coordinated with Planning Partners in the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. Specific coordination efforts are highlighted below:

A workshop was conducted on January 11, 2018 with PennDOT and FHWA Pennsylvania Division staff to identify future steps and requirements related to the TPM rulemaking. PennDOT conducted a performance measure workshop on February 26-27, 2018, with the Pittsburgh, Philadelphia, and York MPO planning staffs to evaluate baseline performance measure trends and methodologies for target setting. PennDOT provided status updates on the development of performance measure data, tools, and methodologies to the Planning Partners. On October 18, 2017, PennDOT provided an overview of the performance measures and general approaches for target setting at the Planning Partners Fall Conference in State College. On a March 20, 2018, conference call, PennDOT provided a status update on the development of baseline measures and targets. PennDOT conducted a webinar on May 9, 2018, to review the State DOT targets with the Planning Partners. Four TPM meetings were held for the Philadelphia PA-NJ-DE-MD urbanized area to coordinate, discuss, and establish target setting for the PHED and Non-SOV travel measures. The meetings occurred on February 16, March 19, April 9, and April 30 of 2018. Agency representation included PennDOT, New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), Maryland Department of Transportation (MDOT), FHWA, Delaware Valley Regional Planning Commission (DVRPC), North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Organization (SJTPO), Wilmington Area Planning Council (WILMAPCO), Lehigh Valley Planning Commission (LVPC), Reading Area Transportation Study (RATS), and Lancaster County Transportation Coordinating Committee (LCTCC). PennDOT has worked to develop the Pennsylvania Department of Transportation MAP- 21 and FAST Act Performance Management Road Map to provide Planning Partners with a resource on the performance measure requirements and calculations.

Pennsylvania MPOs/RPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area must establish targets for the performance measures no later than 180 days after PennDOT establishes (or amends) its targets. The MPOs/RPOs must establish targets by either agreeing to the State target for that performance measure or establishing their own quantifiable target for that performance measure. If the MPOs establish their own performance measure targets, they should coordinate with PennDOT on the selection of the targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

### **Progress Toward Travel Time Reliability (TTR) and Freight/Truck TTR Targets**

DVRPC is committed to improving reliability on roadways within its region in Pennsylvania, as well as working with its county, city, and transit partners, and PennDOT staff to develop projects that will inevitably improve TTR and help meet State targets. The Congestion Management Process (CMP) is a key part of DVRPC's commitment to improving travel time reliability. DVRPC facilitates a CMP Planning Advisory Committee that is part of an overall, systematic, and ongoing process to determine where traffic congestion exists, identify causes, prioritize congested locations according to congestion and other CMP objective measures, and to help develop strategies to reduce congestion. The goals of the Long-Range Plan provide guidelines for developing DVRPC CMP objectives. These objectives include:

- minimize growth in recurring congestion and improve reliability of the transportation system;
- provide transit where it is most needed for accessibility;
- maintain existing core transportation network;
- Improve safety and reduce non-recurring congestion by reducing crashes;
- maintain movement of goods by truck;
- Maintain transportation preparedness for major events, especially ones that call for interregional movements far beyond normal and serve routine needs; and,
- Ensure that all transportation investments support DVRPC Long-Range Plan principles.

PM3 performance measures are mapped by roadway segment where data is available, and used to inform the CMP process. Reliability, as measured by the Planning Time Index (PTI), is a key component of the Congestion and Reliability criterion in DVRPC's TIP-LRP Benefit Criteria. Projects score based on location in a CMP congested corridor, implementing a CMP strategy appropriate for that corridor, or being located on a road with a high PTI; or transit facility with a low on-time performance. This criterion accounts for 13 percent of the project-level investment decision recommendation.

As mentioned earlier, DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan, TIP development, and the conduct of technical studies. Truck counts are a component of the Multimodal Use criterion in DVRPC's TIP-LRP Benefit Criteria. Projects score based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset, and overall benefit to multimodal trip making. This criterion accounts for 9 percent of the project-level investment decision recommendation. One of DVRPC's goals is to serve the region's freight stakeholders and 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 (DVGMTF), a broad-based freight advisory committee that provides a forum for the private and public-sector freight community to include its unique perspectives on regional plans and specific projects.

Table 5: in Chapter 2: shows a sampling of TIP projects that support freight mobility and TTR as part of promoting goods movements and economic development. In the DVRPC TIP, the following projects are programmed within a DVRPC designated Freight Center that supports freight travel time reliability:

- Bridgewater Road Extension (MPMS #79329)
- I-476, MacDade Boulevard Ramp Improvements (MPMS #70228)
- I-76 Integrated Corridor management (MPM #106662)
- PA 291 Drainage Improvement (MPMS #99668)
- I-95 Reconstruction (17821, 47811, 47812, 47813, 79686, 79827, 79828, 79904, 79905, 79908, 79910, 79912, 103557, 103558, 103559, 103560, 103561, 103562)

The FAST Act established the NFP to improve the efficient movement of freight on the National Highway Freight Network. NFP's eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state's freight investment plan. States may use up to 10% of NFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. There are only 10 projects in the entire state of Pennsylvania that are programmed with federal National Highway Freight Program (NFP) funds and four (4) of them are located in the DVRPC region:

- **I-95 Northbound: Race-Shackamaxon (GR5) (MPMS #79828)** 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: Betsy Ross Section Ramps A&B (BR2) (MPMS #79904)** provides for the construction for the replacements of both Ramp A and Ramp B structures in the Betsy Ross Interchange including approach roadway work in the City of Philadelphia.
- **I-95 Southbound: Ann Street to Wheatsheaf Lane (AF4) (MPMS #103558)** provides for the reconstruction of I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue.
- **I-95: Betsy Ross Mainline Southbound (BR4) (MPMS #103559)** provides funding for southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret St. This contract will also remove the 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.

DVRPC is a member of PennDOT's Freight Advisory Committee and The Eastern Transportation Coalition (formerly known as the I-95 Corridor Coalition) and provided feedback on the development of the 2016 PennDOT Comprehensive Freight Movement Plan. The I-95 Coalition provides a forum for state, local, and regional transportation agencies and organizations from Maine to Florida to work together to improve transportation mobility, safety, efficiency, and system performance. Coalition members facilitate more efficient network operations through regional incident management planning, coordination, and communication and improved information management across jurisdictions and modes.

Finally, there are also several grant programs (outside of DVRPC) administered by the State and the Federal governments specifically targeting freight. PennDOT's Rail Freight Assistance program (RFAP), and Rail Transportation Alternatives Program (RTAP) provides assistance for investment in rail freight infrastructure. The USDOT's Better Utilizing Investments to Leverage Development (BUILD) grant program (formerly known TIGER) and the Infrastructure for Rebuilding America (INFRA) grant program (formerly known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies , or FASTLANE program) provides for major investments in roads, rail, transit and port infrastructure.

### CMAQ Congestion Targets

The Congestion Mitigation and Air Quality Program (CMAQ) is a federal program that funds projects that reduce congestion and improve air quality. The CMAQ Congestion and Emissions Reduction Targets are specifically intended to reduce congestion, directly related to attributes of CMAQ funded projects, and unlike other federally-required performance measures described in this chapter, specifically apply to Urbanized Areas with a population over 1 million in a non-attainment or maintenance area. The DVRPC region is part of the Philadelphia PA-NJ-DE-MD Urbanized Area with a population of almost 5.54 million, per the U.S. Census American Community Survey (ACS) 2018 5-year estimate, and is part of a non-attainment and maintenance area. It shares a small portion of the New York-Newark NY-NJ-CT UZA in Mercer County, New Jersey.

CMAQ Congestion has two measures for the applicable urbanized area, which are:

- **Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the NHS:** The PHED measure is derived from the NPMRDS v2 travel time data, traffic volumes and vehicle mix (cars, buses, and trucks) from HPMS, and vehicle occupancies and time-of-day travel distributions from national survey data and established estimation formulas. The population used to normalize the annual hours was acquired from the U.S. Census ACS 2016 5-year estimates.

The measure indicates traffic delay experienced by travelers throughout an entire year on roadways, specifically during peak periods. The morning peak is defined as weekdays from 6 a.m. to 10 a.m.,



and partner agencies agreed on the afternoon peak period from 3 p.m. to 7 p.m., rather than 4 p.m. to 8 p.m. time period. Excessive delay means the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay. The speed threshold is 20 miles per hour, or 60 percent of the posted speed limit travel time, whatever is greater. The “excessive” part of the PHED name indicates that some level of congestion is recognized as not possible or desirable to eliminate and thus not counted. For example, some congestion can accompany economic activity in thriving places. The “per capita” implies that the total delay is shared by all residences. Some trips can be avoided or shifted to non-vehicular modes out of the peak period, which would reduce the measure. This measure sums up the delay experienced by travelers throughout an entire year on NHS roads, specifically during peak periods. The actual rule containing all the details are found in 23 CFR 490.707(a).

- **Percent of Non-Single Occupancy Vehicle (non-SOV) travel on the NHS:** Non-SOV travel may include travel via carpool, van, public transportation, commuter rail, walking or bicycling as well as telecommuting. The actual rule containing all the details are found in 23 CFR 490.707(b).

For the PHED per capita measure, only a four-year target is required at this time, while both two and four-year targets are required from the base year for the Percent Non-SOV measure. The CMAQ Congestion Performance Targets that are established by PennDOT and supported by the DVRPC Board are shown in Table 16:

Table 16: CMAQ Congestion Measures Targets on the National Highway System

DVRPC Urbanized Areas	CMAQ Congestion Measures	Baseline	2-Year Target	4-Year Target
Philadelphia PA-NJ-DE-MD Urbanized Area	Non-SOV Travel	27.9% <sup>1</sup>	28.0%	28.1%
	PHED per Capita	16.8 Hours per Capita	17.0 Hours per Capita	17.2 Hours per Capita

1. Baseline for Non-SOV Travel is based on 2014-2018 American Community Survey (ACS).

2. PHED per Capita 4-Year Target assumes a growth of +0.6% per year.

3. See also DVRPC’s CMAQ Interim Performance Plan for 2018-2019 (Publication #TM21003)

Source: DVRPC, 2020

### Coordination on CMAQ Congestion Targets

Pursuant to the FAST Act and MAP-21, and the ensuing requirements of 23 CFR Part 490, the National Performance Management Measures Final Rule, all State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network within the Urbanized Area with a population over 1 million must establish a single unified target for the two CMAQ congestion measures. DVRPC staff collaborated with multiple agencies in developing and agreeing on a single realistic target for each of the two measures.

Meetings were held by the DVRPC for the Philadelphia PA-NJ-DE-MD Urbanized Area to coordinate, discuss and establish target setting for the PHED and Non-SOV travel measures. The meetings occurred on February 16th, March 19th, April 9th and April 30th of 2018. Agency representation included PennDOT, New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation (DelDOT), Maryland Department of Transportation (MDOT), FHWA, and the Delaware Valley Regional Planning Commission (DVRPC), Northern Jersey Transportation Planning Authorization (NJTPA), South Jersey Transportation Planning Organization (SJTPA), Wilmington Area Planning Council (WILMAPCO), Lehigh Valley Planning



Commission (LVPC), Reading Area Transportation Study (RATS), and Lancaster County Transportation Coordinating Committee (LCTCC) MPOs. The agencies developed and agreed on a common congestion measure baseline and targets for the Philadelphia Urbanized Area. Since there is a portion of the New York-Newark NY-NJ-CT UZA in Mercer County, New Jersey, within the DVRPC region, DVRPC also collaborated with the NJTPA, the New York Metropolitan Transportation Council, NJDOT, the New York Department of Transportation and others to adopt a common congestion measure baseline and targets for that Urbanized Area. On May 24, 2018, the DVRPC Board agreed to support CMAQ congestion performance measure targets for PHED per Capita and percentage Non-SOV travel for the Philadelphia and New York urbanized areas.

On May 24, 2018, the DVRPC Board agreed to support CMAQ congestion performance measure targets for PHED per Capita and percent Non-SOV travel for the Philadelphia and New York urbanized areas. DVRPC is a MPO that serves a Transportation Management Area (TMA) with a population greater than 1 million that includes a nonattainment or maintenance area. As such, DVRPC was required to develop a CMAQ Performance Plan for 2018-2021 to support the implementation of these CMAQ Congestion measures. In the CMAQ Performance Plan, which is required to be updated biennially through the performance period, the MPO must describe how they plan to meet the targets, detail their progress toward achieving the targets over the course of the Performance Plan, and include a description of projects identified for funding that will contribute to achieving targets. The DVRPC Board approved the submission of the DVRPC plan to PennDOT and NJDOT for submission to FHWA on September 24, 2020. The report named DVRPC's CMAQ Interim Performance Plan for 2018-2019 (Publication #TM21003) can be found on DVRPC website.

### CMAQ Emissions Reduction Targets

DVRPC coordinated efforts with PennDOT and other MPOs in the state to develop cumulative On-road Mobile Source Emissions 2-year and 4-year reduction targets as kilograms per day. MPO regional targets in Table 17: were used to develop PennDOT's statewide on-road mobile emissions reductions targets displayed in Table 18:. Page 15 of DVRPC's Interim CMAQ Performance Plan for 2018-2019 (Publication #TM21003) describes the process in developing the regional targets.

Table 17: DVRPC Pennsylvania Region CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms)

CMAQ Emission Reduction	2-Year Target (2018-2019)	2-Year Performance	4-Year Target (2020-2021)
VOC	37.61	142.8	69.31
NO <sub>x</sub>	23.42	652.4	42.50
PM <sub>2.5</sub>	1.08	24.21	2.06
CO	282.74	n/a	n/a

Source: DVRPC, 2020

Table 18: PennDOT Statewide CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms)

CMAQ Emission Reduction	2-Year Target	4-Year Target
VOC	109.46	201.73
NO <sub>x</sub>	337.70	612.82
PM <sub>2.5</sub>	10.76	20.49
PM <sub>10</sub>	9.54	0.0
CO	567.70	250.0

Source: DVRPC, 2020

### Coordination on CMAQ Emissions Reduction Targets

DVRPC has coordinated emissions reduction target setting with both PennDOT and NJDOT to establish emissions reduction targets from CMAQ funded projects in the relevant portions of the DVRPC planning areas. Each state has developed state-level emissions reductions targets that account for emissions reductions at the MPO level. On September 24, 2020, the DVRPC Board agreed to support PennDOT's and NJDOT's statewide CMAQ Emission Reduction targets and PennDOT's efforts at achieving those targets mentioned above, as well as adopt the MPO regional targets, and approve DVRPC to submit the CMAQ Interim Performance Plan for 2018-2019 (Publication #TM21003) to PennDOT for submission to FHWA.

### Progress Toward CMAQ Congestion and Emissions Reduction Targets

There are projects in the TIP that will help the MPO and State meet two-and four-year targets for traffic congestion and on-road mobile source emissions. Table 9 in DVRPC's CMAQ Interim Performance Plan for 2018-2019 (Publication #TM21003) identifies all TIP projects in the PA portion of the DVRPC region from FY2018 – FY2019.

DVRPC will continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. As part of DVRPC's Congestion Management Process, DVRPC facilitates a Congestion Management Process (CMP) Planning Advisory Committee and generates a list of the top 10 bottlenecked locations for State, County and Local Roadways. The objectives for DVRPC's CMP is to (1) minimize growth in recurring congestion and improve reliability of the transportation system; (2) provide transit where it is most needed for accessibility; (3) maintain the existing core transportation network; (4) improve safety and reduce non-recurring congestion by reducing crashes; (5) maintain movement of goods by truck; (6) maintain transportation preparedness for major events, especially ones that call for interregional movements far beyond normal and serve routine needs; and at the end of the day, ensure that all transportation investments support DVRPC Long-Range Plan principles. Chapter 2 explains more about the CMP.

Besides the individual CMAQ funded projects, there are several continuing programs that utilize CMAQ funding to reduce emissions (as well as congestion), throughout the state. These projects and programs are listed below.

**Air Quality Action Supplemental Services (MPMS #17928)**—This program will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers. Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution,

especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution. Funding is provided in the amount of \$125,000 in FY21, and \$125,000 in FY22.

**Retrofit for Bike Lanes and Shoulders (MPMS #63406)**—The purpose of this project is to maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Funding is provided annually in the amount of \$300,000 in FY21, and \$300,000 in FY22.

**Signal Retiming program (MPMS #84457)**—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. CMAQ funding is provided annually: \$350,000 annually from FY21 through FY22.

**Philadelphia Signal Retiming (MPMS #96223)**—This project is a congestion reduction and traffic flow improvement program. This program receives \$1 million in FY22 from CMAQ.

**Mobility Alternative Program (MAP)/Share a Ride Program (MPMS #110429)**—Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. This program receives \$588,000 CMAQ annually, with a local match of \$148,000.

**Commuter Services (MPMS #110460)**—This project is a work program project that allows for staff to coordinate alternative commute education and outreach programs among MAP and TMA contractors. This program receives \$201,000 CMAQ annually, with a state match of \$34,000 and a local cash match of \$16,000.

**Transportation Management Associations (MPMS #111424)**—Transportation Management Associations (TMA's) help 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. This program receives \$1,064,000 CMAQ annually, with a local match of \$265,000.

Much of the congestion within the DVRPC region occurs on State-owned and maintained highways, which are part of the NHS. Therefore, PennDOT has invested a significant amount of resources in congestion relief programs statewide. Progress is being made towards meeting the congestion relief and on-road mobile emissions reductions targets.

## Transit Asset Management Rule

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, Transit Operators are required to set performance targets for their transit asset portfolio. Metropolitan Planning Organizations (MPOs) are then required to set their own targets, or adopt the Transit Operators targets, for the transit asset portfolio in their region, beginning in calendar year 2017, based on measures mandated by the rule. The performance measures were selected by the Federal Transit Administration and include: average revenue fleet age; average non-revenue fleet age; percent of the track system under a performance restriction; and percentage of facilities that are below a condition rating of 3 on the Transit Economic Requirements Model (TERM) scale. Transit agencies are required to upload their performance targets, as well as a supporting narrative, in their annual National Transit Database (NTD) submission, and report progress against these targets. They are also required to develop a Transit Asset Management (TAM) Plan.

## Transit Asset Management Targets and Goals

### Measure 1: Average Revenue Fleet Age:

The agencies' vehicle engineering departments provide useful life benchmarks (ULB) for their respective fleets. A number of planned procurements will allow SEPTA to reduce the average age of the rail vehicle fleet in future reporting years. The majority of SEPTA's buses are within their useful life benchmarks (ULBs). However, it should be noted that a significant number of the light rail and commuter rail vehicles are beyond their useful life benchmarks. This does not mean that the vehicles are unsafe; however, additional maintenance may be required to allow these fleets to maintain service quality and performance. SEPTA will replace the light rail and vintage trolley fleets as part of the Trolley Modernization project, which is part of the Projects of Significance program.

### Measure 2: Average Age of Non-Revenue Fleet:

The agencies maintain a diverse portfolio of support vehicles, including fleets of police cars, utility vans, and rail maintenance vehicles. The performance targets are developed by comparing the age of the vehicles to their useful life benchmark. A number of ongoing procurements have allowed SEPTA to reduce the average age of the automobile and van fleets. PATCO anticipates that the non-revenue service vehicles over their ULB will decrease to 28% for FY 2020.

SEPTA utility vehicles support transit and railroad operations, and include the following types of equipment: Utility vehicles for transit and paratransit supervisors and SEPTA police officers. Utility vehicles are used for inspection, maintenance and construction of infrastructure. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment. Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal. Service vehicles that are used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks. Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units are also used.

### Measure 3: Percentage of Track Segments with Performance Restrictions:

The FTA requires transit agencies to report the percentage of the right of way that is operating under performance restriction on the first Wednesday of each month at 9:00 AM. This number is to be averaged at the end of the year. Performance targets are based on infrastructure condition and speed restriction reports and include provisions for planned maintenance work throughout the year. For FY 2019, approximately 0.23% of PATCO's track was in slow zone restrictions over the year. It is estimated that approximately 0.76% of their track will be in slow zone restrictions over FY 2020 due to an increase of scheduled maintenance work.

### Measure 4: Average Condition of Facilities:

The FTA requires transit agencies to evaluate all transit facilities on the Transit Economic Requirements Model (TERM) scale (5.0=new, 1.0=poor, Assets below a rating of 3.0 are not in a state-of-good-repair.) Facilities are to be evaluated every four years based on the inspections performed by the agency's asset management groups; SEPTA's and DRPA's facilities are generally in a state of good repair.

Table 19: Transit Asset Management Measure 1

Percentage of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
NTD Category	Useful Life Benchmark (Years)	FY 2019 Targets	FY 2019 Measure	FY 2020 Targets
<b>SEPTA</b>				
AB: Articulated Bus	14	0%	0%	0%
BU: Bus	14	10%	12.4%	10%
HR: Heavy Rail Passenger Vehicle	35 (MFL/NHSL); 40 (BSS)	0%	0%	0%
RL: Commuter Rail Locomotive	30	50%	0%	0%
RP: Commuter Rail Passenger Coach	30	0%	0%	0%
RS: Commuter Rail, Self-Propelled	30	66%	66%	66%
CU: Cutaway Car	7	0%	0%	0%
SR: Street Car	30	100%	100%	100%
TB: Trolley Bus	18	0%	0%	0%
VT: Vintage Trolley/Streetcar	15	100%	100%	100%
<b>PATCO</b>				
HR: Heavy Rail Passenger Vehicle	39	0%	0%	0%

Source: DVRPC 2020

### Coordination on Transit Asset Management Target Setting

MPOs have 180 days after the transit agencies set their targets, to decide to either adopt the transit operators' targets or develop their own metropolitan targets. DVRPC has taken formal action to adopt the same set of targets as SEPTA and DRPA/PATCO. DVRPC has also worked with SEPTA, DRPA/PATCO, and the Pennsylvania Department of Transportation (PennDOT) to develop a set of written procedures that outline the coordination process for Transit Asset Management. SEPTA and DRPA/PATCO operate on different fiscal years (FY): SEPTA's FY is July 1 through June 30, while DRPA/PATCO's FY is January 1 through December 31.

Table 20: Transit Asset Management Measure 2

Percentage of Support Vehicles That Have Met or Exceeded Their Useful Life Benchmark			
NTD Category	FY 2019 Target	FY 2019 Measure	FY 2020 Target
<b>SEPTA</b>			
Automobiles	75%	43%	50%
Other Rubber Tired Vehicles	40%	20%	25%
Steel Wheel Vehicles	60%	51%	55%
<b>PATCO</b>	24%	22%	28%

Source: DVRPC 2020

Table 21: Transit Asset Management Measure 3

Percentage of Track Segments with Performance Restrictions (by Mode)			
NTD Mode	FY 2019 Target	FY 2019 Measure	FY 2020 Target
<b>SEPTA</b>			
CR: Commuter Rail	10%	3.5%	10%
HR: Heavy Rail	10%	1.8%	10%
SR: Streetcar Rail	5%	1.3%	5%
<b>PATCO</b>	1.44%	0.23%	0.76%

Source: DVRPC 2020

### Progress Towards Transit Asset Management Targets

The Transit Asset Transportation Performance Management rule requires MPOs to describe how the region's Transportation Improvement Program (TIP) will help to achieve the Transit Asset Management targets. The DVRPC FY 2021 TIP was developed to ensure progress toward target achievement. The following steps have been taken by the transit operators to ensure that projects selected for TIP funding help to achieve the Transit Asset Management targets. Overall, SEPTA has programmed almost 87% of their Draft FY2021 TIP funding for preservation and maintenance of their system. PATCO is a bi-state agency and their transit projects are shown in the New Jersey TIP, which is reviewed by FTA Region II. PATCO does not have any transit projects in the Pennsylvania TIP. Similar language for PATCO's transit projects in New Jersey will be shown in the New Jersey TIP.

Table 22: Transit Asset Management Measure 4

Average Condition of Facilities			
NTD Category	FY 2019 Target	FY 2019 Measure	FY 2020 Target
<b>SEPTA</b>			
Passenger Facilities	5% < 3 on the TERM Scale	2% < 3 on the TERM Scale	5% < 3 on the TERM Scale
Maintenance Facilities	5% < 3 on the TERM Scale	0% < 3 on the TERM Scale	5% < 3 on the TERM Scale
<b>PATCO</b>			
Passenger Facilities	0% < 3 on the TERM Scale	7.7% < 3 on the TERM Scale	0% < 3 on the TERM Scale
Maintenance Facilities	0% < 3 on the TERM Scale	0% < 3 on the TERM Scale	0% < 3 on the TERM Scale
Administration Facilities	0% < 3 on the TERM Scale	0% < 3 on the TERM Scale	0% < 3 on the TERM Scale

Source: DVRPC 2020

To meet the targets for Measure 1: Percentage of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark, SEPTA's fleet management plan has been designed to maintain the bus and paratransit fleets at an age below the established ULB and provide the appropriate level of VOH for all fleets; however, SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. SEPTA's Capital Budget identifies several fleet procurements that will effectively decrease the age of the light rail and commuter rail fleets that are beyond their useful life benchmarks. The Silverliner IV fleet was purchased between 1973 and 1976. This procurement is programmed for FY 2025 through 2031. SEPTA is also working on a "Trolley Modernization" program, which includes an evaluation of the light rail and vintage trolley fleets, along with associated infrastructure and maintenance facility upgrades. Both of these projects are included as "unfunded projects of regional significance" in SEPTA's FY21 Capital Budget.

To meet targets that were set for Measure 2: Percentage of Support Vehicles That Have Met or Exceeded Their Useful Life Benchmark, SEPTA programs on average \$7 million annually in their Utility Fleet Renewal Program – Non-revenue Vehicles program. These vehicles include automobiles for transit supervisors and operator 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.

To meet targets that were set for Measure 3: Percentage of Track Segments with Performance Restrictions (by Mode), SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for 2020. SEPTA will continue the cyclical replacement of railroad tie timbers and overhead contact wire. Tie work is generally performed between the hours of 9:00 AM and 3:00 PM; therefore, maintenance



projects will continue to cause a performance restriction. In the case of a condition that requires a speed restriction, SEPTA deploys crews to fix the issue as soon as possible. SEPTA's Resiliency Program is performing several projects that will harden the infrastructure against extreme weather events, such as stabilization of four slopes on the Main Line and one slope on the Manayunk/ Norristown Line; installation of new pumps on the Broad Street Subway; flood mitigation at near Jenkintown and Sharon Hill Stations; and emergency power for the signal system.

For the last measure, Measure 4, Average Condition of Facilities, SEPTA's 2020-2032 Capital Budget includes provisions of \$193.8M and \$283.9M for maintenance and passenger facilities, respectively. Representative projects include Ardmore Transportation Center, Conshohocken Station, 5th Street Station, and 30th Street Station. SEPTA continues to design improvements for City Hall Station, and has started to design improvements for Fairmont Station, which were rated to be in poor condition. Construction for these stations is scheduled to begin in 2020 and 2024, respectively. SEPTA has programmed \$39.4 million annually and \$11.1 million annually for Transit & Regional Rail Station and Maintenance & Transportation Facilities improvements over the next four years, respectively. These investments will help bring various stations, bus and rail maintenance shops, facilities maintenance shops, and office buildings to a state of good repair. Additionally, SEPTA spends \$45.2 million per year of TIP funding on their Federal Preventative Maintenance Program, which includes repair of buildings, grounds, and equipment (including, but not limited to, the overhaul of vehicles), fare collection, equipment and structures, and maintenance of general administration buildings.

## Transit Safety Rule

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and state DOTs to establish safety performance targets (SPTs) to address the safety performance measures identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). Transit agencies and states must identify SPTs by mode for each of the following categories:

- Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
- Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode.

Transit agencies are required to set their initial safety performance targets by July 20, 2020. 49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a state or transit agency to coordinate with states and MPOs in the selection of State and MPO safety performance targets; and in accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), states and transit agencies must make their SPTs available to states and MPOs to aid in the planning process. MPOs are required to set performance targets for each performance measure, per 23 C.F.R. § 450.306; and these must be established 180 days after the transit agency establishes their performance targets. FTA will not impose penalties for failing to meet safety performance targets set by transit providers.

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## CHAPTER 5:

# Public Involvement

DVRPC firmly believes in public participation and reaches out to as many populations as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, including the under involved, the private sector, special-interest groups, older adults, educators and parents, public officials, and the mentally and physically disabled, and economically disadvantaged. While today's residents may be more sophisticated, and modern standards are more inclusive, the need for public involvement is inherent to sound decision-making.

Every resident is responsible for becoming involved in regional issues and informing 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 FY2021 TIP for Pennsylvania opened on May 26, 2020 at 5:00 PM (local time), and extended through June 29, 2020 at 5:00 PM (local time). Two online open houses were held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2021 TIP:

### **Wednesday, June 17, 2020**

#### **2:00 PM to 3:00 PM**

Registration: [https://dvrpc.zoom.us/webinar/register/WN\\_l8Hr6lSaTk--nFbKxD1lLw](https://dvrpc.zoom.us/webinar/register/WN_l8Hr6lSaTk--nFbKxD1lLw)

Call-in information: 646-558-8656; webinar ID: 928 8347 2086; Password: 0b1&E1fB

**Or**

### **Wednesday, June 17, 2020**

#### **7:00 PM to 8:00 PM**

Registration: [https://dvrpc.zoom.us/webinar/register/WN\\_oFLiQk-eRnyyOEPhu4wdOO](https://dvrpc.zoom.us/webinar/register/WN_oFLiQk-eRnyyOEPhu4wdOO)

Call-in information: 646-558-8656; Webinar ID: 969 5255 6273; Password: 0b1&E1fB

While participants needed to register beforehand, they were approved automatically and could register and join the meetings up until the meetings end. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org) or 215-238-2929.

DVRPC's website ([www.dvrpc.org](http://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 how to access the virtual public meetings and other general information. Individuals could download or access current TIP materials at any time. Public comments could also be submitted four ways.

The best way to submit comments was online, as part of an enhanced interactive mapping and public comment web-based tool located at [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft). Users were able to click on the "Submit a comment on the Draft DVPRC FY2021 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](mailto:tip@dvrpc.org), by fax (215-), or through U.S. mail, addressed 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 raise the public's awareness and interest.

The draft TIP document was released during a worldwide public health crisis. The DVRPC region was under various stay-at-home orders issued by the Pennsylvania Governor, the New Jersey Governor, and the Mayor of Philadelphia. DVRPC's offices in Philadelphia were closed during the public comment period. DVRPC offices have since reopened with limited access due to social distancing guidelines.

At the time of release, public libraries remained closed. DVRPC's Office of Communications and Engagement contacted a number of large public libraries to see if they had recommendations for how DVRPC could bridge the "digital divide." Few had suggestions as they were also struggling with bridging the divide to meet constituents' needs during a public health emergency. In addition, all public libraries that received DVRPC's public comment materials were asked to help promote the public comment period through their online platforms. Additionally, tribal government contacts received a direct email and letter describing DVRPC's Core Planning Documents, which the TIP is a part of, in an effort of coordination, as appropriate, with each of the Tribal Nations.

## 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, TASA, 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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## Mapping Application and Listings Overview

### Mapping Application and Geographic Information Systems (GIS)

As with the FY2019 TIP, the FY2021 TIP does not contain printed static project location 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](http://www.dvrpc.org/TIP) (or [www.dvrpc.org/TIP/Draft](http://www.dvrpc.org/TIP/Draft)), 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 enhanced. 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 enhanced 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 Board approve are available via the Transportation section of DVRPC’s GIS Data webpage, [www.dvrpc.org/Mapping/Data](http://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 and SEPTA. The third section applies to the Interstate Management Program.

Within each county grouping, individual highway and transit projects are listed numerically by Pennsylvania Department of Transportation 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 93, for a detailed explanation of all the information contained in a project listing.

All projects within the four years of the TIP period (FY21–FY24) 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 25–32. 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.

## 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: 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 23: 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 23: and Table 24: 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 (Major Regional Project (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 (FY2019–2022) and assist in establishing the origin of these projects.

Table 23: 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 System 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, fare boxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	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, 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
				Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or	X13
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, 2020

Table 24: Air Quality Analysis Years for DVRPC Non-Exempt Projects

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	<i>Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years.</i>	2025M
	<i>Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years.</i>	2035M
	<i>Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.</i>	2045M

Source: DVRPC, 2020

Notes on Table 23:and Table 24:

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 FY2021 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 FY2021 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 5: in Chapter 3: Responding to Environmental Justice (EJ) and Title VI Concerns). 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 FY20 BUILD Transportation Discretionary Grants Program deadline was May 18, 2020.

**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 – Interstate Management (NHPP-IM)**—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. This funding source is used on projects in the Interstate Management Program.

**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 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 or 's'+Fund (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. This is the funding for the TASA program.

**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/TIIF (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 13 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**—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

**OTHER**—Other funds.

**OTH-S**—Other State funds that are not highway 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 FY20 BUILD Transportation Discretionary Grants Program deadline was May 18, 2020.

**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

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

**OTH**—Other funds.

Figure 10: 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 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 81 for further explanation.

DVRPC FY2021-2024 TIP for PA

Draft Version

Project Title

Bucks

MPMS# 78516

Bridge Replacement

SR:2025

State Route, if applicable

LIMITS

Brownsville Road over Neshaminy Creek

IMPROVEMENT

Bridge Repair/Replacement

MUNICIPALITIES

Middletown

PLAN CENTER

Town Center

PROJECT MANAGER

EEJ. Arena

CMP

Not SOV Capacity Adding

CMP Subcorridor(s)

31

D6 Est Let: 12/31/2020

Est Let Date: 12/31/2020

NHPP

FC: 17

MRPID:34

AQ Code:S19

IPD: 16

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.

TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	3,236											
CON	581	548											
CON	185		3,112										
		3,784	3,112	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024	6,896			Total FY2025-2028	0			Total FY2029-2032	0		

Fund type for each phase; see pages 85 to 92 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 84 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 84 for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 84 for discussion.

Air Quality Code; see pages 81 for explanations

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

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.

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see page 83 for discussion.

Source: DVRPC 2020



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## Competitive Programs

This section contains lists of projects that have been awarded via regional or statewide competitive programs, which are available for specialized project types or eligibilities. 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. Projects that may not show up in the active TIP project listings are not required to be shown in the TIP.

### 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<sub>x</sub>), Volatile Organic Compounds (VOCs), and/or fine particulate matter (PM<sub>2.5</sub>). 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 FY2021 TIP includes a number of CMAQ funded projects. Many are carryover projects from years prior to MAP-21 legislation, and some of those projects were selected through the traditional TIP Update selection process and some were selected via a Competitive CMAQ Program. Following FHWA's guidance from MAP-21, DVRPC sets aside a specific amount of CMAQ funds for an open, regional competitive program and the majority of CMAQ funded projects in the Draft FY2021 TIP were selected through this competitive process that considers the magnitude of emissions reduction in the selection process (see MPMS #48201 for the projects selected during the last 3 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 benefits population groups identified in DVRPC's Equity Analysis, as well as the cost/benefit of the project. The CMAQ Subcommittee of the Regional Technical Committee evaluated the projects and made recommendations to the Board for final selection. In October 2019, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 13 projects worth over \$25 million CMAQ funding in the DVRPC Pennsylvania counties. For more information about the CMAQ Program including the past application and selection criteria, please visit [www.dvrpc.org/cmaq](http://www.dvrpc.org/cmaq).

CMAQ funded projects must reduce congestion and not degrade air quality per the FAST Act legislation. 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 1-7)** 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 108 projects have been awarded in the amount of \$20,016,000. For more information, see [www.dvrpc.org/Trails/RegionalTrailsProgram/](http://www.dvrpc.org/Trails/RegionalTrailsProgram/).

**Regional Transportation Alternative Set-Aside Program (TASA)** 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 TASA funds annually directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis (see MPMS #64984). The most 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. Another competitive round is expected to be announced in FY2021. Potential applicants should be formulating projects ideas now. For more information, see [www.dvrpc.org/TAP/PA/](http://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 20 feet in length or greater 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. In October 2018, the DVRPC Board approved nine new bridges for Round 2 in the amount of over \$9.5 million. Projects can be found in MPMS #102105. For more information, see [www.dvrpc.org/MBRP/](http://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. The DVRPC Board approved \$1.8M for 23 projects in the region for the FY 2021 Grant Program, \$1.2M for Pennsylvania and \$600,000 for New Jersey. For more information, see [www.dvrpc.org/TCDI/](http://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 is November 6, 2020. PennDOT continues to anticipate an opening for a new round in FY2021. See Guidance and Application

Materials on PennDOT's Multimodal Transportation website:  
[www.penndot.gov/ProjectAndPrograms/MultimodalProgram/](http://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 1-10** 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 May 2020, the DVRPC region has been awarded a total of \$65,396,000 out of a statewide distribution of \$103,187,000, or 63.4 percent of the statewide distribution. For more information, see  
[www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDARLE.html](http://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](http://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](http://www.dot.state.pa.us/Portal%20Information/Traffic%20Signal%20Portal/FUNDGLG.html).

**Statewide Transportation Alternatives Set-Aside Program (TASA)** 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 TASA funds in FY17 and \$18,309,000 in FY18 and thereafter, directly to Pennsylvania for use in selecting projects on a competitive basis. The most recent competitive round totaling \$55,000,000 of statewide TASA 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. Another competitive round is expected to be announced in FY2021. Potential applicants should be formulating project ideas now. For more information, see [www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation-Alternatives-Program.aspx](http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation-Alternatives-Program.aspx)

Table 25: 2012 DVRPC Competitive CMAQ Program List

County	MPMS	Project Title	Agency Sponsor	Project Type	CMAQ 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	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 Dept.	Traffic Flow Improvements	\$1,000,000
	96227	Traffic Operations Center Cameras	Philadelphia Streets Dept.	Traffic Flow Improvements	\$480,000
Regionwide	96236	SEPTA Dual GenSet Diesel Locomotive Repower	SEPTA	Diesel Retrofit	\$1,280,000
<b>Total</b>					<b>\$7,632,000</b>

Source: DVRPC, 2020

Table 26: 2016 DVRPC Competitive CMAQ Program List

County	MPMS	CMAQ Project Title	Agency Sponsor	Project Type	CMAQ 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
	107639	Installation of Adaptive Signal Control Along Route 3	Haverford Township	Traffic Flow Improvements	\$560,000
	107634	Pedestrian Enhancements for Media	Media Borough	Bike / Pedestrian Facility	\$727,854
	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
	107644	Fayette Street Traffic Signal Improvements	Conshohocken Borough	Traffic Flow Improvements	\$870,999
	107640	Route 463 Traffic Signal System Project	Hatfield Township	Traffic Flow Improvements	\$913,160
	107646	West Main Street Traffic Signal Improvements	Norristown Borough	Traffic Flow Improvements	\$487,825
	107633	Plymouth Township CNG	Plymouth Township	Alternative Fuel	\$128,989 Project Cancelled
Philadelphia	107654	Advancing CNG in Philadelphia	Philadelphia (OTIS)	Alternative Fuel	\$2,000,000
	107637	Ramping up to Rapid Transit on Roosevelt Boulevard	Philadelphia (OTIS)	Transit	\$1,999,500
	107648	Reformatting N. 5th Street as a Complete Street	Philadelphia (OTIS)	Traffic Flow Improvements	\$2,020,000
	107632	Fox Chase Lorimer Trail	Philadelphia (Parks)	Bike / Pedestrian Facility	\$868,700
	107631	Navy Yard Contra Flow Loop Shuttle	PIDC	Shuttle	\$416,280
<b>Total</b>					<b>\$20,592,170</b>

Source: DVRPC, 2020

Table 27: 2019 DVRPC Competitive CMAQ Program List

County	MPMS	Project Title	Agency Sponsor	Project Type	CMAQ Amount
Bucks	114096	Falls Township Adaptive Traffic Signal System	Falls Township	Congestion Reduction and Traffic Flow Improvements	\$1,084,720
Chester	114164	Nutt Road (SR 0023) and Starr Street Operational Improvements	Phoenixville	Congestion Reduction and Traffic Flow Improvements	\$868,656
	114166	PA 401 and Valley Hill Road Intersection Improvements	PennDOT	Congestion Reduction and Traffic Flow Improvements	\$2,110,000
Delaware	114167	Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes	Concord Twp	Congestion Reduction and Traffic Flow Improvements	\$535,100
	114102	West Chester and Route 476 Improvements	PennDOT	Congestion Reduction and Traffic Flow Improvements	\$2,849,000
	114112	Media Bypass ITS Corridor	PennDOT	Traffic Flow Improvements	\$5,000,000
Montgomery	114114	Traffic Flow Improvements – Conshohocken State Rd) and Spring Mill Rd	Lower Merion Township	Congestion Reduction and Traffic Flow Improvements	\$754,792
	114116	Skipack Pike Traffic Signal System	Whitpain Township	Congestion Reduction and Traffic Flow Improvements	\$892,007
	114172	Dreshertown Rd Cross County Trail Extension	Upper Dublin Township	Bicycle and Pedestrian Facilities and Programs	\$1,892,200
Philadelphia	114173	Roosevelt Blvd Cross Over Lanes	PennDOT	Congestion Reduction and Traffic Flow Improvements	\$1,500,000
	110415	Schuylkill River Park Extension - Christian to Crescent	City of Philadelphia	Bicycle and Pedestrian Facilities and Programs	\$1,650,000
	114174	Indego 2.0: Increasing Core Capacity	City of Philadelphia	Bicycle and Pedestrian Facilities and Programs	\$2,250,000
Regionwide	114093	SEPTA Work Train Locomotive Replacement	SEPTA	Diesel Engine Replacement	\$3,800,000
<b>Total</b>					<b>\$25,186,475</b>

Source: DVRPC, 2020



Table 28: 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
	US Route 13 Crossing	PA DCNR	CON	\$471,000
Camden	Baldwin's Run Tributary Trail	Cooper's Ferry Development Corporation (Camden)	DES	\$150,000
	Kaighn's Avenue to Route 130 Connector Trail	Camden County	CON	\$125,000
Chester	Chester Valley Trail Phase III	Chester County	CON	\$500,000
	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
	Canal Towpath Spillway Bridge	Montgomery County Commissioners	CON	\$170,000
Philadelphia	Tacony Frankford Greenway Trail	Philadelphia Parks & Recreation	CON	\$500,000
	Schuylkill South	Philadelphia Parks & Recreation	acquisition for future extension of waterfront trail	\$165,000
	Penn Street Trail	Delaware River Waterfront Corporation	DES & CON	\$500,000
	Schuylkill Crossing at Grays Ferry	Delaware River Waterfront Corporation	PE	\$260,000
	Manayunk Bridge	Manayunk Development Corporation	DES	\$400,000
	Spring Garden Street Greenway	Pennsylvania Environmental Council	DES	\$75,000
<b>Total</b>				<b>\$5,236,778</b>

Source: DVRPC, 2020

Table 29: 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
	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
	Frankford Creek Greenway Feasibility Study	Philadelphia City Planning Commission and Philadelphia Parks and Recreation	Study	\$60,000
	Ivy Ridge Trail Feasibility Planning	Manayunk Development Corporation	Study	\$60,000
<b>Total</b>				<b>\$496,000</b>

Source: DVRPC, 2020

Table 30: 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
	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
	Newtown Square Rail Trail	Haverford Township	DES & CON	\$340,000
Montgomery	Tookany Creek Trail: Phase III	Cheltenham Township	CON	\$400,000
	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
	Cobbs Creek Connector Trail	Philadelphia Parks and Recreation	DES & CON	\$275,000
<b>Total</b>				<b>\$3,988,608</b>

Source: DVRPC, 2020

Table 31: 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
	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
	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
	Trenton Wellness Loop	D&R Greenways Land Trust	CON	\$195,000
Montgomery	Cross County Trail	Montgomery County	Study	\$60,000
	Chester Valley Trail Extension	Montgomery County	DES	\$150,000
	Pennypack Trail Extension	Montgomery County	DES	\$60,000
	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
	Spring Garden Street Greenway	Philadelphia Streets Department	DES	\$400,000
	Frankford Creek Greenway	Philadelphia Department of Parks and Recreation	Study	\$56,400
	Martin Luther King Drive Trail	Philadelphia Department of Parks and Recreation	CON	\$500,000
<b>Total</b>				<b>\$3,304,427</b>

Source: DVRPC, 2020

Table 32: 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 & CON	\$325,636
Bucks	Neshaminy Creek Trail (Dark Hollow Park)	Bucks County	DES	\$298,836
	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
	Riverbirch Trail	Cooper's Ferry Partnership	DES	\$50,000
	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
	Octoraro Trail (Phase I)	Concord Twp	DES	\$250,000
Mercer	Union Transportation Trail (East Windsor Twp Seg.)	East Windsor Twp	STUDY & PE	\$135,000
	Stony Brook-Millstone Spur in Hopewell Twp	Stony Brook-Millstone Watershed Association	CON	\$64,968
	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
	Wissahickon Trail (Northwestern Avenue)	Montgomery County	STUDY	\$25,000
	North Gulph Road Connector	Valley Forge Park Alliance	STUDY	\$60,000
Philadelphia	Cobbs Creek	Trail (Seg. B – Phase I)	DES & CON	\$350,000
Montgomery and Philadelphia	Parkside Cynwyd Trail	Philadelphia Parks and Recreation	DES	\$50,000
<b>Total</b>				<b>\$2,210,463</b>

Source: DVRPC, 2020

Table 33: Phase 6 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Philadelphia	Manayunk Bridge Trail Gateway Improvements	Philadelphia Parks & Rec	DES & CON	\$30,000
	Pennypack Trail (State and Rhawn Crossing)	Philadelphia Parks & Rec	DES	\$60,000
	Schuylkill River Trail (Wissahickon Gateway)	Philadelphia Parks & Rec	Acquisition	\$100,000
<b>Total</b>				<b>\$190,000</b>

Source: DVRPC, 2020

Table 34: Phase 7 Selected Projects for the DVRPC Regional Trails Program

County	Project Title	Sponsor	Phase	Award Amount
Berks	202 Trail (Central Park to Route 313 Segment)	Doylestown Township	Study	\$30,000
	Monocacy Trail Bridge	Schuylkill River Greenway Association	CON	\$130,500
Bucks	Bensalem Greenway (Segments 6, 10, & 11)	Bensalem Township	CON	\$350,000
	Route 202 Parkway to Bradford Dam Connector Trail	Warrington Township	CON	\$491,100
	D&R Trail – Bridge Street Crossing	Pennsylvania Environmental Council	Acquisition	\$26,300
Burlington	Pemberton Rail Trail to Brendan Byrne State Forest Connector Trail	Burlington County Resource Conservation Department	Study and PE	\$105,000
	Rancocas Creek Greenway (Rowan Estate to Smithville Park Segment)	Burlington County Resource Conservation Department	Study and PE	\$165,000
Camden	Bridge over US 130 and adjoining trail	Pennsauken Township	DES	\$175,000
Chester	Bryn Erin to Chester Valley Trail Connector	East Whiteland Township	CON	\$120,000
	Chester Valley Trail (Route 100 Crossing)	West Whiteland Township	CON	\$150,000
	Plum Run Greenway Trail (Phase 1)	East Bradford Township	DES	\$115,000
	Southern Chester County Circuit Trail Feasibility Study	Chester County Planning Commission	Study	\$60,000
Delaware	Darby Creek Trail (Swedish Cabin to Rosemont Avenue Segment)	Upper Darby Township	DES	\$77,000
	Chester Creek Trail Levee Walk	City of Chester	CON	\$249,700

Source: DVRPC, 2020

Table 34: Phase 7 Selected Projects for the DVRPC Regional Trails Program (cont.)

County	Project Title	Sponsor	Phase	Award Amount
Mercer	D&R Canal Towpath Trail	Delaware and Raritan Canal State Park	Rehab	\$27,000
	Lawrence Hopewell Trail (Mt. Rose Distillery Segment)	Hopewell Township	CON	\$363,200
	Lawrence Hopewell Trail (Pretty Brook Road Segment)	Lawrence Township	DES	\$130,000
	D&R Canal Trail Gap (Trenton Wellness Loop to Union Street)	D&R Greenway Land Trust	DES	\$150,000
Montgomery	Cross County Trail (Dreshertown Road Segment)	Upper Dublin Township	DES	\$250,000
	PECO Miracle-Nature Trail	Whitemarsh Township	Study	\$40,000
	Schuylkill River Trail (Lower Pottsgrove Segment)	Montgomery County Planning Commission	CON	\$353,700
	Shirk-Hutt & Buckman Trail	Upper Salford Township	CON	\$175,000
	Tookany Creek Trail	Tookany-Tacony Frankford Watershed Partnership	Study	\$60,000
Philadelphia	Cobbs Creek Trail (Segment A)	Philadelphia Parks and Recreation	CON	\$250,000
	Parkside Cynwyd Trail	Philadelphia Parks and Recreation	DES	\$165,000
	Trolley Trail	Fairmount Park Conservancy	CON	\$72,000
	Lower Poquessing Creek Trail	Philadelphia City Planning Commission	Planning	\$25,000
<b>Total</b>				<b>\$4,293,500</b>

Source: DVRPC, 2020



Table 35: TASA 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
<b>Total</b>			<b>\$7,500,859</b>

Source: DVRPC, 2020

Table 36: TASA 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	Chetlén-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
<b>Total</b>			<b>\$7,630,000</b>

Source: DVRPC, 2020

Table 37: TASA 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
<b>Total</b>			<b>\$11,999,000</b>

Source: DVRPC, 2020

Table 38: 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	2011	CON	\$12,000
<b>Bucks Total</b>					<b>\$210,000</b>
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
<b>Chester Total</b>					<b>\$879,000</b>
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	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
<b>Delaware County</b>					<b>\$576,000</b>
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
<b>Montgomery Total</b>					<b>\$1,765,000</b>

Source: DVRPC, 2020

Table 38: 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
<b>Philadelphia Total</b>					<b>\$8,545,000</b>
<b>Total Funds Awarded in Round 1 of ARLE</b>					<b>\$11,975,000</b>

Source: DVRPC, 2020

Table 39: 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
<b>Chester Total</b>					<b>\$146,000</b>
Delaware	95404	Concord Township Safety Improvements (ARLE 2)	2012	CON	\$205,000
<b>Delaware Total</b>					<b>\$205,000</b>
Philadelphia	93135	Automated Red-Light Enforcement (ARLE 2) – Philadelphia	2012	CON	\$1,500,000
<b>Philadelphia Total</b>					<b>\$1,500,000</b>
<b>Total Funds Awarded in Round 2 of ARLE</b>					<b>\$1,851,000</b>

Source: DVRPC, 2020

Table 40: 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
<b>Bucks Total</b>					<b>\$488,000</b>
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
<b>Chester Total</b>					<b>\$329,000</b>
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
<b>Delaware Total</b>					<b>\$250,000</b>
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
<b>Montgomery Total</b>					<b>\$658,000</b>
Philadelphia	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2013	CON	\$1,500,000
<b>Philadelphia Total</b>					<b>\$1,500,000</b>
<b>Total Funds Awarded in Round 3 of ARLE</b>					<b>\$3,225,000</b>

Source: DVRPC, 2020

Table 41: 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 Traffic Signal Interconnect	2014	CON	\$165,000
	102285	County Line Road Intersection Improvements	2014	CON	\$183,000
	102288	SR 132 Traffic Signal Communication System	2014	CON	\$90,000
<b>Bucks Total</b>					<b>\$598,000</b>
Chester	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)	2014	CON	\$51,000
	102293	Lancaster Avenue Adaptive Signal System Upgrade	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
<b>Chester Total</b>					<b>\$1,245,000</b>
Delaware	102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)	2014	CON	\$432,000
	102291	SR 0452 (Pennell Road) Corridor Improvements	2014	CON	\$82,000
<b>Delaware Total</b>					<b>\$514,000</b>
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
	102285	County Line Road Intersection Improvements	2014	CON	\$184,000
<b>Montgomery Total</b>					<b>\$710,000</b>
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	2014	CON	\$500,000
	97990	Philadelphia Safety Improvements (ARLE 3 and 4)	2014	CON	\$1,400,000
<b>Philadelphia Total</b>					<b>\$4,950,000</b>
<b>Total Funds Awarded in Round 4 of ARLE</b>					<b>\$8,017,000</b>

Source: DVRPC, 2020

Table 42: 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
<b>Bucks Total</b>					<b>\$206,000</b>
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
<b>Chester Total</b>					<b>\$485,000</b>
Delaware	104172	Pedestrian Facilities Improvement (ARLE 5)	2015	CON	\$33,000
<b>Delaware Total</b>					<b>\$33,000</b>
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
<b>Montgomery Total</b>					<b>\$319,000</b>
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
<b>Philadelphia Total</b>					<b>\$3,500,000</b>
<b>Total Funds Awarded in Round 5 of ARLE</b>					<b>\$4,543,000</b>

Source: DVRPC, 2020



Table 43: 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
<b>Bucks Total</b>					<b>\$518,000</b>
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
<b>Chester Total</b>					<b>\$921,000</b>
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
<b>Montgomery Total</b>					<b>\$364,000</b>
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
<b>Philadelphia Total</b>					<b>\$3,000,000</b>
<b>Total Funds Awarded in Round 6 of ARLE</b>					<b>\$4,803,000</b>

Source: DVRPC, 2020

Table 44: Round 7 of ARLE (2016 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	109911	Lower Makefield Township Signal Interconnect	2017	CON	\$59,000
	109910	Lower Makefield Township Signal Equipment modernization	2017	CON	\$260,000
	109912	Lower Southampton Township Rectangular Rapid Flashing Device	2017	CON	\$149,000
<b>Bucks Total</b>					<b>\$468,000</b>
Chester	109908	East Bradford Township Ped/Bike Crossing	2017	CON	\$79,000
	109909	Easttown Township Fiber optic interconnect system	2017	CON	\$553,000
	109913	Penn Township LED Upgrades	2017	CON	\$49,000
<b>Chester Total</b>					<b>\$681,000</b>
Philadelphia	109903	Roosevelt Boulevard BRT Pedestrian Safety Improvement	2017	CON	\$300,000
	109902	City of Philadelphia Historic Streets Restoration	2017	CON	\$200,000
	109907	2016 ARLE Citywide RRFBs	2017	CON	\$500,000
	109906	ARLE 2016 Citywide Intersection Modifications	2017	CON	\$1,200,000
	109905	City of Philadelphia Citywide Pedestrian Countdown	2017	CON	\$500,000
	109904	Eakins Oval Low Cost Safety Projects	2017	CON	\$300,000
<b>Philadelphia Total</b>					<b>\$3,000,000</b>
<b>Total Funds Awarded in Round 7 of ARLE</b>					<b>\$4,149,000</b>

Source: DVRPC, 2020

Table 45: Round 8 of ARLE (2017 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	110918	Route 2051/South Oxford Valley Rd and Queen Anne Dr	2018	CON	\$257,000
	110919	Route 1001/Easton Rd and Turk Rd, and Route 3003/Lower State Rd and Wells Road	2018	CON	\$171,000
	110920	Route 313/Route 4003 (Maple Avenue)/Route 4003 (Elephant Road), and Route 0313 (Main Street) and Dublin Village Plaza Drive	2018	CON	\$117,000
<b>Bucks Total</b>					<b>\$545,000</b>
Chester	110921	Route 100 (Pottstown Pike) and Commerce Drive	2018	CON	\$258,000
	TBD	Horseshoe Pike and the Brandywine Village Shopping Center	2018	CON	\$39,000
	110923	Cedarcroft Road and Unionville Road. Also a traffic study will be completed at the intersection of Unionville Road and the U.S. 1 southbound ramp	2018	CON	\$693,000
<b>Chester Total</b>					<b>\$990,000</b>
Delaware	110924	Route 3035 and Township Line Road	2018	CON	\$119,000
	TBD	Route 1 (Baltimore Pike) and State Farm Drive/ Applied Bank Boulevard	2018	CON	\$117,000
	110926	Route 2005 (Darby Road) and Fairfield Road	2018	CON	\$75,000
	TBD	MacDade Boulevard and Bullens Lane	2018	CON	\$250,000
	110933	Sproul Road and Woodland Avenue/Beatty Road	2018	CON	\$282,000
<b>Delaware Total</b>					<b>\$843,000</b>
Montgomery	TBD	Susquehanna Road and Eagle Hill Road	2018	CON	\$179,000
	110930	Towamencin Township	2018	CON	\$84,000
	110931	Route 3006 (Whitehall Road) and Sterigere Street	2018	CON	\$196,000
	110932	Route 3006 (Whitehall Road) and Route 3019 (Marshall Street)	2018	CON	\$417,000
	110933	Route 3001 (Norristown Road) and Route 3003 (Stenton Avenue)/Narcissa Road	2018	CON	\$132,000
<b>Montgomery Total</b>					<b>\$1,008,000</b>

Source: DVRPC, 2020

Table 45: Round 8 of ARLE (2017 ARLE Funds) (cont.)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Philadelphia	110935	20th Street/Penrose Avenue/Moyamensing Avenue and Packer Avenue	2018	CON	\$1,500,000
	110934	Traffic Calming Strategies - intersection/roadway geometry	2018	CON	\$1,200,000
	110936	Vision Zero - neighborhood slow zone	2018	CON	\$1,000,000
	110937	Connect various arterial corridor traffic signals back to the City's Traffic Management Center	2018	CON	\$1,000,000
	110938	Establish a citywide program to select up to three locations to connect pedestrian and bicyclists between residential neighborhoods, parks, and employment centers.	2018	CON	\$500,000
	110939	Pratt Street and Roosevelt Boulevard, Langdon Street and Roosevelt Boulevard, Rising Sun Avenue and Roosevelt Boulevard, 5th Street and Roosevelt Boulevard and Broad Street and Roosevelt Boulevard	2018	CON	\$500,000
<b>Philadelphia Total</b>					<b>\$5,700,000</b>
<b>Total Funds Awarded in Round 8 (2017) of ARLE</b>					<b>\$9,086,000</b>

Source: DVRPC, 2020

Table 46: Round 9 of ARLE (2018 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	113527	Traffic Signal Modernization at Hood Blvd (SR2053) & Queen Anne Dr	2019	CON	\$308,000
	113528	Swamp Rd (SR 0313) at Easton Rd (SR 1001) Traffic Signal Modernization	2019	CON	\$381,000
	113529	Morrisville Borough Regulatory Sign Replacement Program	2019	CON	\$20,000
	113530	Richboro Village Traffic Signal and Pedestrian Improvements	2019	CON	\$137,000
	113531	Plumsteadville Pedestrian Improvements	2019	CON	\$646,000
<b>Bucks Total</b>					<b>\$1,492,000</b>
Chester	113532	Portable Traffic Control Device	2019	CON	\$71,000
<b>Chester Total</b>					<b>\$71,000</b>
Montgomery	113533	Meetinghouse Road and Fox Chase Road Signal Upgrade	2019	CON	\$190,000
	113534	Susquehanna Road & Fitzwatertown Road Signal Safety Improvements	2019	CON	\$380,000
	113535	Blair Mill Rd and Horsham Rd Pedestrian and Traffic Signal Upgrades	2019	CON	\$107,000
<b>Montgomery Total</b>					<b>\$677,000</b>
Philadelphia	113536	Neighborhood Slow Zone Program	2019	CON	\$1,500,000
	113537	Fiber Optic Signal Integration	2019	CON	\$600,000
	113538	Modern Roundabouts	2019	CON	\$2,000,000
	113480	LED Street Lighting	2019	CON	\$1,000,000
	113539	Cobbs Creek Safety Improvements	2019	CON	\$1,500,000
	113540	Pavement Marking & Signing Asset Management	2019	CON	\$1,000,000
<b>Philadelphia Total</b>					<b>\$7,600,000</b>
<b>Total Funds Awarded in Round 9 of ARLE</b>					<b>\$9,840,000</b>

Source: DVRPC, 2020

Table 47: Round 10 of ARLE (2019 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Chester	114435	Lloyd Avenue Bridge Signalization	2019	CON	\$225,000
	114447	PA 23 Ridge Road and Coventryville Road – Signalization	2019	CON	\$230,000
<b>Chester Total</b>					<b>\$455,000</b>
Delaware	114448	Powell Road and Saxer Avenue Signal Upgrade	2019	CON	\$227,000
<b>Delaware Total</b>					<b>\$227,000</b>
Montgomery	114436	Fayette Street (SR 3016) Pedestrian Safety Improvement	2019	CON	\$348,000
	114437	Bridge Street Traffic Signal Upgrade	2019	CON	\$227,000
<b>Montgomery Total</b>					<b>\$625,000</b>
Philadelphia	114445	Old City Market Street Multimodal Improvements	2019	CON	\$6,600,000
	114444	Citywide Low Cost Safety Improvements	2019	CON	
	114438	Citywide High Quality Bicycle Network	2019	CON	
	114446	Citywide Modern Roundabouts	2019	CON	
	114441	Intersection Modifications	2019	CON	
	114443	Citywide Fiber Optic Signal Integration & ITS	2019	CON	
	114442	LED Street Lighting	2019	CON	
<b>Philadelphia Total</b>					<b>\$6,600,000</b>
<b>Total Funds Awarded in Round 10 of ARLE</b>					<b>\$7,907,000</b>

Source: DVRPC, 2020

Table 48: Rail Transportation Alternative Program (RTAP) and 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
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

Source: DVRPC, 2020



Table 48: Rail Transportation Alternative Program (RTAP) and Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion (cont.)

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
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

Source: DVRPC, 2020

Table 48: Rail Transportation Alternative Program (RTAP) and Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion (cont.)

Funding Year 2015/2016			
Project Sponsor	Project Title	Project Description	Award Amount
CONRAIL		Replace three existing railroad diamonds.	\$259,748
Mittal Steel USA Railways, Inc.	Outbound Yard Rehab	Repair a 310-foot stone masonry retaining wall, and improve 1,085 feet of track and install two turnouts.	\$312,550
East Penn Railroad LLC		For turnouts, rail, ties, resurfacing and rebuilding a 2,000-foot siding, as and replacing 3,800 mainline ties, 110 mainline switch timbers, surfacing five mainline turnouts and 18,750 feet of mainline track.	\$665,000
Funding Year 2016/2017			
Project Sponsor	Project Title	Project Description	Award Amount
Tyburn Railroad		Construct more than 1,000 feet of new track and install a crossover.	\$420,000
East Penn Railroad LLC,		Install 2,500 new ties, complete five miles of surfacing on Wilmington Northern line, install 4,000 new ties on 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 mile 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

Source: DVRPC, 2020

Table 48: Rail Transportation Alternative Program (RTAP) and Rail Freight Assistance Program (RFAP) for DVRPC Pennsylvania Subregion (cont.)

Funding Year 2018/2019			
Project Sponsor	Project Title	Project Description	Award Amount
East Penn Railroad LLC		Rehabilitation of approximately two miles of track on the Bristol Line and extend a rail siding by 1,000 feet.	\$210,000
SEPTA		Acquire and install positive train control (PTC) equipment on four Pennsylvania Northeast Railroad locomotives.	\$700,000
Mittal Steel USA Railways, Inc.		Rehabilitate of a railroad bridge, five turnouts, and more than one mile of track to increase yard operation efficiencies.	\$1,600,000
East Penn Railroad LLC		Rehabilitation of approximately 27 miles of track with new ties and rail on the Octoraro Line.	\$500,000
Funding Year 2019/2020			
Project Sponsor	Project Title	Project Description	Award Amount
Blue Ridge Wood Products, LLC		Rehabilitation of 700 feet of existing track to improve the efficiency of its inbound railcar unloading operations.	\$249,420
Arcelor Mittal Plate		Rehabilitation of approximately 2 miles of track, turnouts, and private crossings serving its rolling mill and electric melt shop sites.	\$2,200,000
CSX Transportation		Lowering of tracks under nine overhead obstructions to permit routing of double-stack container and multi-level auto rack traffic to/from Port of Philadelphia.	\$14,400,000
<b>Total</b>			<b>\$34,501,295</b>

Source: DVRPC, 2020

Table 49: 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 Perkasio	\$283,171
	Delaware Valley University Pedestrian Safety Imp.	Delaware Valley University	\$1,011,826
	Bustleton Pike/2nd Street Pike	Northampton 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 Imp.	\$92,980
	Richboro Sidewalk Connections	Northampton	\$500,000
	Green Street Improvements	Silverdale Borough	\$147,444
	Transit Oriented Development District Improvement	Penndel Borough	\$500,000
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 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 Imp.	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
	Baltimore Pike and Newark Road Intersection Imp	Newgarden Township	\$600,000
	Newlin Township	Laurel Road Flood Damage Repair	\$754,354
	CTDI's Warehouse, Distribution, and Logistics Center	Parsons Coatesville, LLC	\$114,178
	Rt. 896 and Oxford Rd./Olympia Road Traffic Signal	New London Township	\$110,145
	Terminal Building Expansion & Renovation	Chester CO. Area Airport Authority	\$262,208

Source: DVRPC 2020

Table: 49 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
	Baltimore Pike Streetscape Improvements	WV-PP Towne Center Partnership	750,000
	Park and Ride Facility and Pedestrian Imp	Township of Haverford	\$503,301
	Chichester Avenue Streetscape Improvements	Upper Chichester Township	\$675,000

Source: DVRPC 2020

Table: 49 CFA/DCED Multimodal Transportation Fund (MTF) Awards (cont.)

County	Project Title	Applicant	Award
Montgomery	Ensuring Safe Multimodal Transportation in Abington	Abington Memorial Hospital	\$51,730
	Old York (PA611) & Susquehanna Road Intersection	Abington Township	\$812,486
	Connecting Abington & Jenkintown: Complete Streets	Abington Township	\$1,000,000
	Pennypack Elementary School Pedestrian Bridge	Borough of Hatboro	\$225,572
	Elkins Pak West Transp. & Pedestrian Imp II & III	Cheltenham Township	\$350,000
	Elkins Pak West Transp. & Pedestrian Imp. III	Cheltenham Township	\$500,000
	Colebrookdale Railroad Pottstown Multimodal	Colebrookdale RR Preservation	\$676,029
	Conshohocken Park & Ride	McRoseland Washington Street, LP	\$400,000
	Cowpath Road & Orvilla Road Intersection Imp.	Hatfield Township	\$280,000
	Horsham Road – Limekiln Pike Intersection Imp.	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 In Imp	Lower Moreland Township	\$420,000
	Royersford 3 <sup>rd</sup> & Main Pedestrian Improvements	Royersford Borough	\$121,529
	Ft Washington Cross County Trail & Road Diet	Upper Dublin Township	\$1,200,000
	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	Towamencin Township	\$825,000
	Plymouth-Whitemarsh H. S. Safe Route to Schools	Whitemarsh Township	\$250,000
	Turnpike Sound Barriers	Worcester Township	\$999,604
	West End Street and Transportation (W.E.S.T Project)	Hobarts Run Neighborhood District	\$100,000
	First Avenue Multimodal Trail - Phase 2	Upper Merion Township	\$421,699
	Higher Rock Transportation Improvements	Higher Rock Partners, LP	\$1,000,000
	SORA West Gateway Multimodal Improvements	Keystone River Crossing Elm, LP	\$2,075,000
	S.R. 0073/S.R. 0663 South Improvement Project	New Hanover Township	\$377,606

Source: DVRPC 2020

Table: 49 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	\$600,000
	37 <sup>th</sup> Street Walkway	University City Science Center	\$500,000
	40 <sup>th</sup> 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, oTIS	\$102,764

Source: DVRPC 2020

Table 50: 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 <sup>th</sup> 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 <sup>st</sup> 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	\$376,736
	Lehigh Viaduct Underpass Revitalization	Olde Richmond Civic Assoc.	\$215,290
	Summerdale & Adams and Roosevelt Blvd Imp	Streets Department	\$500,000
	Century Park at Park Towne Place	Streets Department	\$848,485
	Vision Zero: Safer Streets Around Schools	Streets Department	\$500,000
	Pennsylvania Avenue, Phase 2	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
	Chestnut Hill College Travelways Improvement Plan	Chestnut Hill College	\$500,000
	SEPTA Platform Rehabilitation	City of Philadelphia, Dept. of Commerce, Division of Aviation	\$500,000
	Delaware River Trail Penn Treaty Park Segment	DRWC	\$250,000
	MaKen City TOD	956 Erie Partneres LLC	\$750,000
	Bustleton IT Phase I: Willits Road Clearance Project	Consolidated Rail Corporation	\$1,200,000
	Filbert Street Renovation	Reading Terminal Market	\$400,000
	Schuylkill Banks Christian to Crescent Construction	SRDC	\$1,489,422
	Haverford Avenue Intersection Improvements	City of Philadelphia	\$600,000
	North Broad Street Amtrak Station	North Station District, LLC	\$750,000
	Tioga Marine Terminal Crane Upgrades	PRPA	\$2,250,000
	Stephen Girard Park Pedestrian Improvements	Parks & Recreation	\$275,000
	Chestnut Hill Pedestrian Lighting Project	Streets Department	\$225,000
<b>Total</b>			<b>\$86,678,443</b>

Source: DVRPC, 2020



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## Chapter 9: Project Listings

Highway Projects for the FY2021 TIP

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# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 12923** *Bristol Road Extension SR:2025*

**LIMITS** US 202 to Park Avenue

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>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>	<u>FY2031</u>	<u>FY2032</u>
FD	581	2,122											
ROW	STP					237							
ROW	581					215							
UTL	STP						689						
UTL	581						172						
CON	581									326			
CON	581										3,827		
CON	581										7,639		
CON	581												8,366
		<b>2,122</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>861</b>	<b>0</b>	<b>0</b>	<b>326</b>	<b>11,466</b>	<b>0</b>	<b>8,366</b>
		<b>Total FY2021-2024</b>			<b>2,122</b>	<b>Total FY2025-2028</b>			<b>1,313</b>	<b>Total FY2029-2032</b>			<b>20,158</b>

# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

Est Let Date: 7/15/2021

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 poor condition 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>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>	<u>FY2031</u>	<u>FY2032</u>
ROW	STP	236											
ROW	185	58											
UTL	STP	244											
UTL	185	60											
CON	185		1,148										
CON	185			3,000									
CON	185				5,000								
		598	1,148	3,000	5,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		9,746		Total FY2025-2028				Total FY2029-2032			
								0					0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 12965 Lawn Avenue SR:4033

LIMITS Maple Avenue to Farmers Lane

Est Let Date: 10/21/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU	324											
FD	581	81											
ROW	STU	371											
ROW	581	93											
UTL	TOLL												
UTL	STU	1,613											
UTL	TOLL												
UTL	STU		403										
CON	581		1,208										
CON	581			7,826									
CON	581				100								
CON	581					6,888							
		2,482	1,611	7,826	100	6,888	0	0	0	0	0	0	0
		Total FY2021-2024		12,019		Total FY2025-2028		6,888		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 9/15/2021

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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	BOF	54											
ROW	183	10											
ROW	LOC	3											
UTL	BOF	63											
UTL	183	12											
UTL	LOC	4											
CON	BOF		592										
CON	183		111										
CON	LOC		37										
CON	BOF			1,592									
CON	183			297									
CON	LOC			99									
		146	740	1,988	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,874		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 7/15/2021

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	3,819											
CON	185	955											
		4,774	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,774		Total FY2025-2028		0		Total FY2029-2032		0	



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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Over Licking Creek

Est Let Date: 2/17/2022

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	NHPP		4,371										
CON	185		1,093										
CON	STU			4,371									
CON	185			1,093									
		0	5,464	5,464	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,928		Total FY2025-2028		0		Total FY2029-2032		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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	STU	2,376											
FD	581	594											
		<b>2,970</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>2,970</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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## 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

Est Let Date: 6/9/2022

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP		787										
FD	581		197										
ROW	581				5,474								
UTL	581				15								
CON	STU					1,934							
CON	581					483							
CON	STU							6,000					
CON	581							1,500					
		0	984	0	5,489	0	2,417	7,500	0	0	0	0	0
Total FY2021-2024				6,473		Total FY2025-2028		9,917		Total FY2029-2032		0	

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

**LIMITS** Over Tinicum Creek

Est Let Date: 4/23/2020

**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 poor condition, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF	743											
CON	TOLL												
CON	BOF		1,919										
CON	TOLL												
CON	TOLL												
CON	BOF				1,742								
		743	1,919	1,742	0	0	0	0	0	0	0	0	0
Total FY2021-2024				4,404		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 4/23/2020

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	STU*	1,409											
CON	STP*		1,443										
CON	STU*		1,095										
CON	STP*			2,243									
CON	STU*			2,000									
		<b>1,409</b>	<b>2,538</b>	<b>4,243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>8,190</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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## 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** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	529											
CON	LOC	132											
CON	STP		529										
CON	LOC		132										
		661	661	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,322		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 36475** *Mill St. Grade Xing*

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX				230								
		0	0	0	230	0	0	0	0	0	0	0	0
		Total FY2021-2024		230		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 49315** *Portzer Road Roundabout SR:6309*

**LIMITS** Route 663 to Route 309

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Milford Township; Richland Township

**PLAN CENTER:**

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:** Minor SOV Capacity

**NHPP:**  
**FC:** 17

Est Let Date: 11/5/2020

MRPID:118

AQ Code:NRS

IPD: 14

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STP		1,696										
		0	1,696	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>1,696</b>				<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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

**LIMITS** Kulp Road to PA 611

**IMPROVEMENT** Roadway Rehabilitation

**MUNICIPALITIES:** Warrington Township; Horsham Township

**PLAN CENTER:**

**PROJECT MANAGER:** Gannett/B. Rasiul

**CMP:** Minor SOV Capacity

**NHPP:** Y  
**FC:** 14

Est Let Date: 1/30/2020

MRPID:34

AQ Code:S10

IPD: 18

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU*	1,500											
CON	NHPP*		2,500										
		1,500	2,500	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>4,000</b>				<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS Ferry Road to Broad Street

Est Let Date: 2/11/2021

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	<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>	<u>FY2031</u>	<u>FY2032</u>
UTL	NHPP	360											
UTL	581	90											
CON	581		1,000										
CON	581			3,000									
CON	581				2,230								
CON	581					2,360							
CON	581					7,000							
		450	1,000	3,000	2,230	2,360	7,000	0	0	0	0	0	0
		Total FY2021-2024		6,680		Total FY2025-2028		9,360		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 64778 State Road SR:2002

LIMITS Elm Street to Neshaminy Creek

Est Let Date: 10/15/2024

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ROW	STU	849												
ROW	581	212												
UTL	581									430				
UTL	581									1,720				
CON	581									5,241				
CON	581									5,519				
CON	581												15,446	
		1,061	0	0	0	0	0	0	0	12,910	0	0	15,446	
		Total FY2021-2024			1,061	Total FY2025-2028				0	Total FY2029-2032			28,356



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## 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

Est Let Date: 4/22/2022

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	185	293											
FD	185		285										
ROW	185		704										
UTL	STP	103											
UTL	185	26											
CON	185		2,121										
		<b>422</b>	<b>3,110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>3,532</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 69823** *Rosedale Rd o/ Br Unami Creek*

**LIMITS** Rosedale Rd in Milford Twp

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Milford Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

Rosedale Road  
Milford Township, Bucks County  
Bridge Replacement

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	106											
FD	185	186											
ROW	185	95											
UTL	185	37											
CON	185		1,912										
		424	1,912	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,336		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 74827** *Delaware Canal Enhancement*

**LIMITS** Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 6/18/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	1,504											
		1,504	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,504		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 78516** *Bridge Replacement Brownsville Road*

**LIMITS** Brownsville Road over Neshaminy Creek

Est Let Date: 1/28/2021

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	3,236											
CON	581	548											
CON	185		3,112										
		3,784	3,112	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		6,896		Total FY2025-2028		0		Total FY2029-2032		0	

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

**LIMITS**

Est Let Date: 3/31/2022

**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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	185	661											
ROW	185	298											
UTL	185	132											
CON	581		1,136										
CON	185			2,849									
CON	185			1,151									
		1,091	1,136	4,000	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		6,227		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 8/8/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Hilltown Township; Richland Township; West Rockhill Township; Hatfi 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	<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>	<u>FY2031</u>	<u>FY2032</u>	
CON	NHPP*	2,000												
CON	NHPP*		5,992											
CON	NHPP*			5,965										
		2,000	5,992	5,965	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			13,957	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** SR 532 to SR 413

Est Let Date: 1/28/2021

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	SXF	269											
CON	TOLL												
CON	STP	1,982											
		2,251	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,251		Total FY2025-2028		0		Total FY2029-2032		0	

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS Solebury Township, Bucks County

Est Let Date: 5/21/2020

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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU									1,513			
		0	0	0	0	0	0	0	0	1,513	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			0	Total FY2029-2032			1,513

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## 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

Actl Let Date: 7/26/2018

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP*	701											
CON	STP*		107										
CON	STU*		349										
CON	NHPP*		4,501										
CON	NHPP*		4,342										

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Bucks											
	701	9,299	0	0	0	0	0	0	0	0	0
Total FY2021-2024			10,000		Total FY2025-2028			0		Total FY2029-2032	
										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

Est Let Date: 9/17/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Bensalem Township; Middletown 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	12,205											
CON	581	3,052											
CON	STU		1,600										
CON	581		400										
CON	STU			2,000									
CON	581			500									
CON	STP				2,000								
CON	STU				390								
CON	NHPP				13,610								
CON	581				4,000								
CON	STU					6,194							

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Bucks													
CON	NHPP					12,991							
CON	STP					8,502							
CON	581					6,921							
CON	STP						10,745						
CON	NHPP						2,623						
CON	STU						926						
CON	581						3,573						
CON	STU							37,506					
CON	581							9,376					
CON	STU								15,029				
CON	581								3,757				
		15,257	2,000	2,500	20,000	34,608	17,867	46,882	18,786	0	0	0	0
		Total FY2021-2024		39,757		Total FY2025-2028		118,143		Total FY2029-2032		0	

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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

Est Let Date: 10/6/2022

**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.

The estimated construction funding (\$94 Million) is located in the Long-range Plan which begins in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP	4,243											
ROW	581	1,060											
ROW	NHPP		4,243										
ROW	581		1,060										
ROW	NHPP			4,243									
ROW	581			1,060									
UTL	NHPP		2,185										
UTL	581		546										
CON	STP												
CON	581												

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

5,303	8,034	5,303	0	0	0	0	0	0	0	0
Total FY2021-2024		18,640	Total FY2025-2028		0		Total FY2029-2032		0	

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	183	0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2021-2024		0				Total FY2025-2028				0		Total FY2029-2032		0

**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

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

CMP Subcorridor(s): 51

This project will be broken out into two phases when appropriate. Phase I is the replacement/rehabilitation of the poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	250											
ROW	581		406										
UTL	581		215										
CON	NHPP		7,379										
CON	581		1,845										
		250	9,845	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,095		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**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:** Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

**MPMS# 104365** *New Falls Road Pedestrian Safety Improvements*

**LIMITS** New Falls Rd (SR 2006)

Est Let Date: 7/9/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL	950											
CON	sHSIP	950	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		950				0				0			

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## 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: 2/11/2021

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	STU	500											
CON	581	2,341											
CON	581		1,000										
CON	581			2,000									
CON	581				2,000								
		<b>2,841</b>	<b>1,000</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>7,841</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

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Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

### LIMITS

Est Let Date: 10/1/2022

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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	sSTP	300											
ROW	TOLL												
ROW	sSTP		30										
UTL	TOLL												
UTL	sSTP	20											
CON	TOLL												
CON	sSTP			700									
CON	TOLL												
CON	sSTP				650								
		320	30	700	650	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,700		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** I-95/US 13/PA 132

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Bristol Township

**PLAN CENTER:**

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

No Let Date

MRPID:170

AQ Code:2035M

IPD: 16

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581	844											
FD	581		580										
ROW	581			60									
UTL	581						1,305						
CON	581						1,305						
CON	581						5,219						
		844	580	60	0	0	7,829	0	0	0	0	0	0
		Total FY2021-2024			1,484	Total FY2025-2028			7,829	Total FY2029-2032			0

**MPMS# 110310** *Almshouse at Jacksonville Road*

**LIMITS**

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Northampton Township

**PLAN CENTER:**

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

No Let Date

AQ Code:R1

IPD: 14

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581		634										
ROW	581		55										
UTL	TOLL												
UTL	STU		109										
CON	581						1,476						
		0	798	0	0	0	1,476	0	0	0	0	0	0
		Total FY2021-2024			798	Total FY2025-2028			1,476	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 3/26/2020

**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)													
<u>Phase</u>	<u>Fund</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>	<u>FY2031</u>	<u>FY2032</u>
ROW	TOLL												
ROW	sHSIP	7											
UTL	TOLL												
UTL	sHSIP	34											
CON	TOLL												
CON	sHSIP	271											
		312	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		312		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111024** *Easton Road Roundabouts*

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

Est Let Date: 3/11/2021

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	145											
UTL	TOLL												
UTL	sHSIP	95											
CON	TOLL												
CON	sHSIP	1,000											
CON	TOLL												
CON	sHSIP		1,374										
		1,240	1,374	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,614		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 111464** *Shady Retreat SRTS Trail*

**LIMITS** Shady Retreat and Burpee Roads

Est Let Date: 8/6/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Doylestown Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			985									
		0	0	985	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		985		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111468** *Lower Makefield Township Community Trail Connection*

**LIMITS** Lower Makefield Township

Est Let Date: 8/6/2020

**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	<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>	<u>FY2031</u>	<u>FY2032</u>	
CON	TAP	350												
CON	TAP		350											
		350	350	0	0	0	0	0	0	0	0	0	0	
Total FY2021-2024		700			Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS** Aquetong Park

Est Let Date: 8/20/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Solebury Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**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	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
Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 115418** *Route 113 & Minsi Trail Road Roundabout*

**New**

**LIMITS** Souderton Road and Minsi Trail

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Hilltown Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14H

This project is for the implementation of a roundabout at Souderton Road (SR 113) and Minsi Trail Road (SR 4019).

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	HSIP	475									
FD	HSIP			275							
ROW	HSIP				263						
UTL	HSIP				20						
CON	HSIP				1,061						
		475	0	275	1,344	0	0	0	0	0	0
Total FY2021-2024		2,094		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 115419** *Buckingham Road and York Road (PA 263) Roundabout*

**New**

**LIMITS** Buckingham Road and Old Arch Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Buckingham Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8H, 8I

This project is for the implementation of a roundabout at Buckingham Road (SR 202) and York Road (SR 263).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	475											
FD	HSIP			205									
ROW	HSIP				1,115								
UTL	HSIP					33							
CON	HSIP					1,582							
		475	0	205	1,115	1,615	0	0	0	0	0	0	0
		Total FY2021-2024		1,795		Total FY2025-2028		1,615		Total FY2029-2032		0	

**MPMS# 115420** *Penndel Borough Intersection Improvements*

**New**

**LIMITS** Penndel Borough

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Penndel Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8H

The proposed scope of this project include:

- Road diet of Lincoln Highway (SR 2037) from Lincoln Avenue to Durham Road (SR 0413)
- Addition of exclusive left-turn lane(s) at the following intersections:
  - o Lincoln Highway/Lincoln Avenue (westbound LTL)
  - o Lincoln Highway/Bellevue Avenue (eastbound/westbound LTLs and northbound/southbound LTLs)
  - o Lincoln Highway/Durham Road (westbound LTL)
- Prohibit eastbound Lincoln Highway (SR 2037) left-turn movements at Durham Road (SR 0413)
- Increase southbound Durham Road (SR 0413) left-turn lane storage at Lincoln Highway (SR 2037)
- Intersection control modification at Bellevue Avenue (SR 0413) and Durham Road (SR 0413)
- Modification of left-turn signal phasing at Lincoln Highway/Bellevue Avenue and Lincoln Highway/Durham Road signalized intersections
- Upgrade pavement markings and delineation within project limits
- Install high-visibility crosswalk markings at intersections within project limits
- Modernize signals along corridor, including interconnect with fiber optic and connection for accessibility from PennDOT Regional Traffic Management Center

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	190											
FD	HSIP			127									
UTL	HSIP				450								
CON	HSIP				1,642								
		190	0	127	2,092	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,409		Total FY2025-2028		0		Total FY2029-2032		0	

Pennsylvania - Highway Program (Status: TIP)

Bucks							
Total For Bucks	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$60,900	\$68,833	\$49,383	\$40,250	\$219,366	\$156,541	\$50,027

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 6/15/2021

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, which is in poor condition and functionally obsolete, will be replaced. 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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF	1,379											
CON	183	258											
CON	LOC	86											
CON	BOF		379										
CON	183		71										
CON	LOC		24										
CON	BOF			379									
CON	183			70									
CON	LOC			23									
CON	BOF				3,379								
CON	183				633								
CON	LOC				133								
		1,723	474	472	4,145	0	0	0	0	0	0	0	0
		Total FY2021-2024		6,814		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS Over Culbertson Run

Est Let Date: 6/18/2020

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 a bridge replacement; reconstruction of the approach roadway; and minor realignment of roadway to avoid wetlands in East Brandywine Township. The roadway is also known as Lyndell Road.

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	BOF	976											
CON	TOLL												
CON	BOF		1,314										
CON	TOLL												
CON	BOF			1,091									
CON	TOLL												
CON	BOF				201								
		976	1,314	1,091	201	0	0	0	0	0	0	0	0
		Total FY2021-2024		3,582		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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 To **FC:**

AQ Code:2045M

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 7E, 7F

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	NHPP	2,667											
PE	581	667											
PE	NHPP		2,666										
PE	581		667										
PE	NHPP			2,666									
PE	581			667									
		3,334	3,333	3,333	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,000		Total FY2025-2028				Total FY2029-2032			
								0				0	



# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14580 US 1 Expressway Reconstruction: PA 472 to PA 896 SR:0001

LIMITS PA 472 to PA 896

Est Let Date: 12/15/2021

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: East Nottingham Township; Lower Oxford Township; Oxford Borough; FC: 2; 6; 8; 9; 12; 16; 17; 19

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 22

PROJECT MANAGER: EE/M. Holva

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. Interchanges included in the work are at PA 472, PA 10 and PA 896. See also MPMS #14581, #113307, and #113312.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	2,546											
UTL	STP		437										
UTL	581		109										
CON	STU		2,000										
CON	581		500										
CON	NHPP			10,390									
CON	581			2,596									
CON	NHPP				12,695								
CON	581				3,173								
CON	NHPP					16,000							
CON	581					4,000							
		2,546	3,046	12,986	15,868	20,000	0	0	0	0	0	0	0
		Total FY2021-2024		34,446		Total FY2025-2028		20,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 14581 US 1 Expressway Reconstruction: PA 896 to PA 41 SR:0001

LIMITS PA 896 to PA 41

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town FC: 6; 12; 14; 16; 17; 19

Est Let Date: 12/5/2024

MRPID:3

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. Interchanges included in the work are at PA 796, PA 841 and PA 41. See also MPMS #14580, #113307, and #113312.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581		2,371										
FD	581			2,000									
ROW	581			1,351									
UTL	581			281									
CON	SPK-NHPP				15,000								
CON	581				3,750								
CON	SPK-NHPP					15,000							
CON	581					3,750							
CON	BOF						3,280						
CON	NHPP						8,825						
CON	581						3,027						
CON	BOF							3,280					
CON	STP							10,260					
CON	581							3,385					
		0	2,371	3,632	18,750	18,750	15,132	16,925	0	0	0	0	0
Total FY2021-2024				24,753		Total FY2025-2028		50,807		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: North Coventry Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

CMP: Minor SOV Capacity

NHPP: Y

FC:

Est Let Date: 4/23/2021

MRPID:2

AQ Code:S10

IPD: 15

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU*	1,800											
ROW	581	743											
UTL	581	530											
CON	SPK-NHPP	29,000											
CON	NHPP	8,816											
CON	581	2,503											
CON	185	6,951											
CON	SPK-NHPP		27,000										
CON	581		6,750										
		50,343	33,750	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		84,093		Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township; Willistown Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/M. Saintval

NHPP: Y

FC: 14; 17

Est Let Date: 12/8/2022

AQ Code:S19

IPD: 19

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STU*	353											
ROW	STP*	2,590											
UTL	STU*	1,250											
UTL	STP*	57											
CON	185					1,352							
CON	185					5,411							
CON	185							1,352					
CON	185							3,530					
CON	581							1,881					
CON	185								5,411				
CON	185								1,352				
		4,250	0	0	0	0	6,763	6,763	6,763	0	0	0	0
		Total FY2021-2024			4,250	Total FY2025-2028			20,289	Total FY2029-2032			0

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS Keim Street to PA 724 Interchange

Est Let Date: 6/24/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	2,107											
FD	581		1,076										
ROW	185	849											
UTL	185		601										
CON	NHPP						2,683						
CON	STU						2,683						
CON	STP						2,683						
CON	185						1,006						
CON	581						1,006						
CON	STU							2,683					
CON	STP							2,683					
CON	STP							1,562					
CON	NHPP							1,121					
CON	581							1,006					
CON	185							1,006					
CON	STP								4,263				
CON	NHPP								1,103				
CON	STP								2,683				
CON	185								1,006				
CON	581								1,006				
CON	STP									6,265			
CON	NHPP									1,002			
CON	STU									782			
CON	581									1,006			
CON	185									1,006			
CON	NHPP										2,683		
CON	STU										2,683		
CON	STP										2,683		
CON	581										1,006		
CON	185										1,006		
CON	STP											2,023	
CON	STU											2,683	
CON	NHPP											2,706	
CON	185											1,006	
CON	581											1,006	
CON	NHPP												637

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

2,956	1,677	0	0	0	10,061	10,061	10,061	10,061	10,061	9,424	637
Total FY2021-2024		4,633		Total FY2025-2028		30,183		Total FY2029-2032		30,183	

MPMS# 85949 SR 896 Safety Improvement

LIMITS PA 896, Elbow Lane to Shepherd Lane

Est Let Date: 1/27/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:2025M

PLAN CENTER:

IPD: 13

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

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; removing severe vertical crests at select locations; installing left turn lanes at select intersections; constructing a roundabout at the PA Route 896/PA Route 841 intersection; modifying the geometry at select intersections; improving drainage along PA Route 896; repaving PA Route 896 with pavement reconstruction at selection locations; relocating select utility poles; installing appropriate signage along PA Route 896; installing raised pavement markers (RPM), delineators, and rumble strips along PA Route 896. Estimated total project cost is \$13,800,000. PE (\$2,500,000 estimate), FD (\$2,800,000 estimate), ROW (\$1,500,000 estimate), UTL (\$500,000 estimate), and CON (\$6,500,000 estimate).

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	HSIP		5,167										
CON	HSIP			1,936									
		0	5,167	1,936	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			7,103	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS Over Beaver Creek

Est Let Date: 6/15/2020

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 poor condition (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF	509											
CON	183	95											
CON	LOC	31											
CON	BOF		509										
CON	183		95										
CON	LOC		31										
		635	635	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,270		Total FY2025-2028		0		Total FY2029-2032		0	

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

LIMITS

Est Let Date: 10/1/2021

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 poor condition, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	sSTP	300											
ROW	TOLL												
ROW	sSTP	40											
UTL	TOLL												
UTL	sSTP	40											
CON	TOLL												
CON	sSTP		670										
CON	TOLL												
CON	sSTP			600									
		380	670	600	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,650		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 86301 LancasterAve/BrandywineCk

LIMITS Lancaster Ave at Brandywine Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Downingtown Borough

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/25/2022

AQ Code:S19

IPD: 17

CMP Subcorridor(s): 7E

This project will include the rehabilitation of the Lancaster Avenue/322 Bridge over the East Branch of Brandywine Creek in the Borough of Downingtown, Chester County.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	185					1,552					
CON	185					6,209					
		0	0	0	0	7,761	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028		7,761		Total FY2029-2032	
		0								0	

MPMS# 86302 Ewing Road over White Clay Creek Bridge

LIMITS

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Penn Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

AQ Code:S19

IPD:

This project will include the replacement of two separate bridges along SR 3044/Ewing Road over the Middle Branch of White Clay Creek in Penn Township, Chester County.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
FD	185	133									
ROW	185	106									
UTL	185	16									
CON	185	1,326									
		1,581	0	0	0	0	0	0	0	0	0
Total FY2021-2024		1,581				Total FY2025-2028		0		Total FY2029-2032	
										0	



# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Chester

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

LIMITS Over Muddy Run

Est Let Date: 12/10/2020

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 replacing county owned bridge (#21) on Watermark Road over Muddy Run in Upper Oxford Township. 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.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	STP		2,448										
CON	183		459										
CON	LOC		153										
		0	3,060	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		3,060		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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.

Est Let Date: 3/15/2027

**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.

This project has construction funding (\$459 Million estimate) starting in FY29 and cash flowing the rest of the construction phase in the Long-range Plan which starts in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STP*	1,000											
PE	STU*	1,500											
FD	NHPP				6,343								
FD	581				1,585								
ROW	581				4,417								
UTL	NHPP							951					
UTL	581							238					
CON	185									375			
CON	581									375			
CON	STP										1,500		
CON	STU										322		
CON	185										375		
CON	581										407		
CON	STU											1,389	
CON	STP											2,160	
CON	NHPP											111	
CON	185											375	
CON	581											375	
CON	581												5,614
CON	185												1,156
CON	NHPP												
CON	581												
		2,500	0	0	12,345	0	0	1,189	0	750	2,604	4,410	6,770
		Total FY2021-2024		14,845		Total FY2025-2028		1,189		Total FY2029-2032		14,534	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS** East Caln Township, West of Quarry Rd intersection

Est Let Date: 3/26/2020

**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 includes bridge superstructure replacement over Amtrak and associated roadway approach reconstruction, plus guiderail and drainage improvements on Boot Road near Quarry Road in East Caln Township, Chester County.

Poor condition bridge breakout project from MPMS #88706 .

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	1,896											
CON	581		1,247										
CON	185			6,873									
		1,896	1,247	6,873	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,016		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 95430** *US 202 at SR 926 Intersection Improvement*

**LIMITS**

Est Let Date: 7/15/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:136

**MUNICIPALITIES:** Various

**FC:** 14; 16

AQ Code:R1

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:** Gannett/V. Genua

**CMP:** Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	225											
FD	581	56											
ROW	581	23											
ROW	STP		93										
UTL	581		143										
CON	STP		2,865										
CON	581		717										
		304	3,818	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,122		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98036 *Merlin Road over Pigeon Run (Bridge)*

#### LIMITS

Est Let Date: 9/3/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition bridge along Merlin Road in East Pikeland Township, Chester County.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	185	75											
UTL	TOLL												
UTL	BOF	10											
CON	TOLL												
CON	BOF	273											
CON	TOLL												
CON	BOF		1,000										
		358	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,358		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 98039 *Ship Road over Valley Creek (Bridge)*

#### LIMITS

Est Let Date: 9/17/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition bridge along Ship Road in West Whiteland Township, Chester County.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	185	87											
UTL	STP	47											
UTL	185	12											
CON	185	1,273											
		1,419	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,419	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98041 *Birchrun Road over Birch Run (Bridge)*

#### LIMITS

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 9/17/2020

MUNICIPALITIES: West Vincent Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the removal and replacement of an existing poor condition Bridge.

		TIP Program Years (\$ 000)												
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>	
ROW	185	87												
UTL	BOF	47												
UTL	185	12												
CON	185	1,126												
		1,272	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		1,272		Total FY2025-2028			0		Total FY2029-2032		0	

MPMS# 98042 *Conestoga Rd o/ Pickering*

#### LIMITS

IMPROVEMENT Bridge Repair/Replacement

NHPP:

No Let Date

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the replacement of the bridge spanning Conestoga Road over branch of Pickering 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FD	185	133												
ROW	185	80												
UTL	185	53												
CON	STP	1,273												
CON	185	318												
		1,857	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024	1,857			Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 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 of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is 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.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

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

**LIMITS**

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 replacement of the county owned Cromby's B ridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205

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

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 102708 PA 41 at PA 841 Improvements

#### LIMITS

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

Est Let Date: 4/15/2022

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	SXF	129											
FD	STP	189											
FD	581	80											
ROW	STP	276											
ROW	581	69											
UTL	STP	64											
UTL	581	16											
CON	581		1,912										
CON	581			2,785									
		823	1,912	2,785	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,520		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 102709 PA 41 & SR 926 Improvements

LIMITS Intersection of PA 41 and SR 926

Est Let Date: 4/22/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	SXF	212											
ROW	TOLL												
UTL	SXF	53											
UTL	TOLL												
CON	TOLL												
CON	SXF	2,016											
		2,281	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,281		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 107551** **SR30/SR10 to Business 30 Interchange Improvement**

**LIMITS** 1,250' west of SR 10 in WestSadsbury to approx. 1,500' east of the bridge o/ Old

Est Let Date: 9/26/2024

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	NHPP			2,347									
FD	581			586									
ROW	NHPP				2,404								
ROW	581				601								
UTL	NHPP					1,393							
UTL	581					349							
CON	SPK-NHPP						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	SPK-NHPP									10,000			
CON	581									2,500			
CON	STU										23,544		
CON	581										5,886		
		0	0	2,933	3,005	1,742	12,500	12,500	12,500	12,500	29,430	0	0
		Total FY2021-2024		5,938		Total FY2025-2028		39,242		Total FY2029-2032		41,930	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 107553 SR30 & Airport Rd Interchange Improvement**

**LIMITS** 1,500' east of bridge o/ Old MillRd in Sadsbury to approx. 0.2 miles east of Wag

Est Let Date: 12/31/2025

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	6,852											
FD	581	1,713											
ROW	NHPP		4,246										
ROW	581		1,062										
UTL	NHPP							4,577					
UTL	581							1,144					
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	SPK-NHPP									10,000			
CON	581									2,500			
CON	NHPP										56		
CON	185										23,453		
CON	NHPP											443	
CON	STU											58,629	
CON	185											40,332	
CON	581											41,569	
CON	STP												7,940
CON	581												27
CON	185												42,866
		8,565	5,308	0	0	0	0	18,221	12,500	12,500	23,509	140,973	50,833
		Total FY2021-2024		13,873		Total FY2025-2028		30,721		Total FY2029-2032		227,815	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 107554** **US30 & PA82 Interchange Improvement**

**LIMITS** 0.2 miles east of Wagontown Rd in Valley to 0.1 miles west of SR 340 bridge o/

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Valley Township; West Caln Township

**PLAN CENTER:**

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

Est Let Date: 12/31/2025

MRPID:48

AQ Code:R3

IPD: 18

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	2,607											
FD	581	652											
FD	NHPP		2,607										
FD	581		652										
ROW	NHPP				3,004								
ROW	581				751								
UTL	NHPP					3,382							
UTL	581					845							
CON	SPK-NHPP						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	STU							44,244					
CON	581							2,500					
CON	581							11,061					
CON	STU								15,232				
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	STU									15,029			
CON	581									3,757			
		3,259	3,259	0	3,755	0	4,227	12,500	67,805	27,732	18,786	0	0
		Total FY2021-2024		10,273		Total FY2025-2028		84,532		Total FY2029-2032		46,518	

# DVRPC FY2021-2024 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

Est Let Date: 2/15/2022

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 poor condition, weight restricted bridge along Art School Road in West Pikeland Township, Chester County.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	TOLL												
ROW	BOF	159											
UTL	TOLL												
UTL	BOF		55										
CON	TOLL												
CON	BOF		1,366										
CON	TOLL												
CON	BOF			1,366									
		159	1,421	1,366	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,946		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 110311 PA 41 at State Road Intersection

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581		546										
ROW	STU			113									
UTL	581			225									
CON	581					5,970							
		0	546	338	0	5,970	0	0	0	0	0	0	0
		Total FY2021-2024			884	Total FY2025-2028			5,970	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 110312** *Baltimore Pike/Newark Road Intersection Improvements*

**LIMITS** Baltimore Pike at Newark Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** New Garden Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD: 22

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5A

This project is located in the village of Toughkenamon in New Garden Township, Chester County. This project will improve safety by realigning the northern leg of Newark Road at Baltimore Pike and upgrading and modernizing the traffic signal, including pedestrian signals and emergency preemption. Dedicated left-turn lanes on all four approaches, as well as a right-turn lane from northbound Newark Road to eastbound Baltimore Pike will be installed. Turning radii will be widened to accommodate trucks and larger vehicles. Access management enhancements and driveway adjustments for homes and businesses will improve access management. New sidewalk connections and ADA compliant curb ramps will be installed.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581			684									
ROW	STP				1,229								
UTL	581					2,897							
CON	STU												7,841
CON	581												1,960
		0	0	684	1,229	2,897	0	0	0	0	0	0	9,801
		Total FY2021-2024		1,913		Total FY2025-2028		2,897		Total FY2029-2032		9,801	

**MPMS# 110949** *Horseshoe Pike and Manor Road Intersection*

**LIMITS** Horseshoe Pike (SR 0322) and Manor Road (SR 0082)

Est Let Date: 7/23/2020

**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 and lighting at the intersection of Manor Road (PA 82) and Horseshoe Pike (US 322) in West Brandywine Township, Chester County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	sHSIP	11											
UTL	TOLL												
UTL	sHSIP	6											
CON	TOLL												
CON	sHSIP		270										
		17	270	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		287		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 110954 PA 10 Shoulder Widening**

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	TOLL												
PE	sHSIP	200											
		200	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		200				Total FY2025-2028				Total FY2029-2032			
						0				0			

**MPMS# 110963 Manor Road Roundabout**

**LIMITS** Manor Rd (SR 0082) & Cedar Knoll/Reeceville Road (SR 4005)

Est Let Date: 3/12/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	216											
UTL	TOLL												
UTL	sHSIP	39											
CON	TOLL												
CON	sHSIP	578											
CON	TOLL												
CON	sHSIP		400										
		833	400	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		1,233				Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 111474 *My School on the Move Program*

#### 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	111									
		111	0	0	0	0	0	0	0	0	0
Total FY2021-2024		111		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 111477 *State Road Sidewalks*

LIMITS State Rd between Prospect Ave/Wickerton Rd and Schoolhouse Rd

Est Let Date: 8/20/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natalie

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP			1,280							
		0	0	1,280	0	0	0	0	0	0	0
Total FY2021-2024		1,280		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 111485 **Route 82 Crosswalks and sidewalk**

**LIMITS** The 700 block of Route 82 in East marlborough Twp

Est Let Date: 8/6/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	750									
		750	0	0	0	0	0	0	0	0	0
Total FY2021-2024		750		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 113307 **US 1 Expressway Reconstruction: PA/MD Line to PA 472**

New-B

**LIMITS** PA/MD Line to PA 472

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

NHPP:

MRPID:3

**MUNICIPALITIES:** East Nottingham Township; Lower Oxford Township; West Nottingha

FC:

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/M. Holva

**CMP:** Minor SOV Capacity

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. Interchanges included in the work are at Sylmar Road, Ridge Road, and PA 272. See also MPMS #14580, #14581, and #113312.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PE	581	1,453									
PE	581		1,366								
PE	581		1,000								
FD	581				4,347						
ROW	581				1,391						
UTL	STP					246					
UTL	581					61					
CON	NHPP					8,461					
CON	581					2,115					
CON	NHPP						8,461				
CON	581						2,115				
CON	NHPP							8,461			
CON	581							2,115			
CON	NHPP								8,461		
CON	581								2,115		
CON	NHPP									8,461	
CON	581									2,115	
Total FY2021-2024		1,453	2,366	0	5,738	0	10,883	10,576	10,576	10,576	10,576
Total FY2025-2028		9,557		Total FY2029-2032		32,035		21,152		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 113312 US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road

New-B

LIMITS PA 41 to Schoolhouse Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

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

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A, 17A

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. Interchanges included in the work are at Newark Road, PA 82, and Baltimore Pike. See also MPMS #14580, #14581, and #113307.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581			1,000									
PE	581				3,277								
FD	581					4,776							
ROW	581						1,476						
UTL	581								326				
CON	STP								11,462				
CON	581								2,865				
CON	STU									11,462			
CON	581									2,865			
CON	NHPP										3,522		
CON	581										2,865		
CON	STP											7,940	
CON	NHPP											11,462	
CON	581											2,865	
CON	NHPP												11,462
CON	581												2,865
		0	0	1,000	3,277	4,776	1,476	0	14,653	14,327	6,387	22,267	14,327
Total FY2021-2024				4,277		Total FY2025-2028		20,905		Total FY2029-2032		57,308	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115422 **West Chester Pike Safety Improvements**

New

LIMITS West Chester Borough and West Goshen Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough; West Goshen Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Installation of chevrons and curve warning signs and improve pavement friction on West Chester Pike from Prospect Ave to Morris Road
- Improvement of pavement friction on West Chester Pike at the intersection with Concord Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Patrick Avenue
- The installation of retroreflective backplates to the signals and the improvement of pavement friction on West Chester Pike at the intersection with 5 Points Road
- The closure of the median break and the installation of a right-in/right-out access on West Chester Pike at the intersection with Spring Lane

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP		167										
FD	HSIP				112								
CON	HSIP					1,000							
CON	HSIP						773						
		0	167	0	112	1,000	773	0	0	0	0	0	0
		Total FY2021-2024			279	Total FY2025-2028			1,773	Total FY2029-2032			0

MPMS# 115423 **Route 23 Corridor Safety Improvements**

New

LIMITS From Ridge Road to Whitehorse Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: East Pikeland Township; Phoenixville Borough; Schuylkill Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers and pushbuttons at signalized intersections
- Modification of signal phasing to include a leading pedestrian interval at Rapps Dam Road/Mowere Road intersection
- Installation of a signal at Mason Street intersection
- Installation of intersection warning signage at Second Avenue/Buchanan Street intersection
- Installation of signal ahead signage at the following intersections:
  - o Bridge Street/Mellon Street
  - o Main Street/Manavon Street
- Eliminate passing lane on eastbound SR 0023 at Kimberton Road intersection

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	251											
FD	HSIP		174										
CON	HSIP			1,407									
		251	174	1,407	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,832	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 115424 US 322 West Chester Bypass Safety Improvements

New

LIMITS Downingtown Pike to US 202

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: East Bradford Township; West Goshen Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

- Removal of passing lanes in the Pottstown Pike interchange
- Extension of acceleration and deceleration lanes of the ramps of the Pottstown Pike interchange
- Narrowing of lanes from 12'-13' to 11' to ensure a minimum shoulder width of 5'
- Installation of bicycle-tolerable shoulder and centerline rumble strips, as well as bicycle tolerable storm grates
- Replacement of guide rail to MASH standards with approved end treatments, removal of turndowns, and protection of bridge wing walls
- Replacement of mast arms and addition of overhead street lighting at the Phoenixville Pike intersection
- Implementation of wrong way countermeasures at the Pottstown Pike and SR 0202 interchanges
- Installation of retroreflective backplates on signals
- Addition of exclusive left turn lanes at New Street intersection

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP		3,513										
		0	3,513	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		3,513		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115425 *High Street Pedestrian Improvements*

New

LIMITS Rosedale Avenue to Miner Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers at signalized intersections
- Installation of signals at University Avenue and Sharpless Street intersections
- Installation of additional lighting at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Sharpless Street
  - o Price Street
  - o Union Street
- Installation of curb bumpouts at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Nields Street
  - o Sharpless Street
  - o Lacey Street
- Installation of high visibility crosswalks at the following intersections:
  - o Linden Street
  - o University Avenue
  - o Sharpless Street
  - o Price Street

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	HSIP	226											
FD	HSIP			129									
CON	HSIP			1,000									
CON	HSIP				456								
		226	0	1,129	456	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,811		Total FY2025-2028		0		Total FY2029-2032		0	

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Chester	\$97,258	\$80,898	\$43,845	\$68,881	\$290,882	\$348,304	\$449,241

# DVRPC FY2021-2024 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

Est Let Date: 7/25/2021

**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>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>	<u>FY2031</u>	<u>FY2032</u>	
CON	BOF		955											
CON	183		179											
CON	LOC		59											
CON	BOF			955										
CON	183			179										
CON	LOC			59										
		0	1,193	1,193	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			2,386	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 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

Est Let Date: 6/22/2023

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	BOF	404											
FD	179	99											
ROW	BOF		42										
ROW	179		10										
UTL	BOF					64							
UTL	179					16							
CON	179					504							
CON	183					2,688							
CON	LOC					167							
		503	52	0	0	3,439	0	0	0	0	0	0	0
		Total FY2021-2024		555		Total FY2025-2028		3,439		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 12/15/2026

**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.

The estimated construction funding (\$145 Million) is located in the Long-range Plan which begins in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP		4,807										
FD	581		1,202										
FD	NHPP			4,807									
FD	581			1,202									
FD	NHPP				1,202								
FD	581				4,807								
ROW	NHPP					5,158							
ROW	581					1,289							
ROW	NHPP						5,158						
ROW	581						1,289						
ROW	NHPP							5,158					
ROW	581							1,289					
ROW	NHPP								5,158				
ROW	581								1,289				
ROW	NHPP									5,158			
ROW	581									1,289			
UTL	581						802						
UTL	581							5,430					
CON	NHPP												
CON	STP												
CON	581												
		0	6,009	6,009	6,009	6,447	7,249	11,877	6,447	6,447	0	0	0
		Total FY2021-2024		18,027		Total FY2025-2028		32,020		Total FY2029-2032		6,447	

# DVRPC FY2021-2024 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

Est Let Date: 1/30/2020

**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

The superstructure of the Sellers Avenue Bridge over Amtrak will be replaced while reusing the existing stone abutments. The new superstructure and reused stone masonry abutments will be designed in accordance with current AASHTO and PennDOT design criteria and will be compliant with Amtrak's requirements for the railroad protective barrier and fencing in proximity to the railroad. Amtrak requires a solid face barrier on the bridge with a minimum 8'-0" height from the top of the sidewalk, capped with curved fencing a minimum of 1'-6" high, for a total height of 9'-6" above the sidewalk.

The roadway profile is expected to be raised with minor changes to sidewalks and vegetation. In an effort to minimize impacts to the Borough and the historic district, the change in the roadway profile has been lessened through coordination with Amtrak. Amtrak allowed the minimum vertical clearance (MVC) (currently proposed to be 20'-3") to be significantly less than what is typically required (24'-3"). Replacement of the bridge will require the construction of one new catenary support structure on the west side of the bridge and the rerouting of catenary wires and the relocation of railroad signals. Existing utilities will need to be supported and service will need to be maintained during construction. The new bridge design will accommodate the existing utilities at this location. The project will also upgrade the existing signal layout at the intersection of Sellers and Swarthmore Avenues to bring it to current standards and install emergency pre-emptive equipment. Emergency pre-emptive equipment will also be installed on the existing signal equipment at the intersection of East Ridley and Swarthmore Avenues.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL	1,380											
CON	STU		2,000										
CON	TOLL												
CON	STU			2,000									
CON	TOLL												
CON	STU				3,757								
CON	STP				623								
		1,380	2,000	2,000	4,380	0	0	0	0	0	0	0	0
		Total FY2021-2024		9,760		Total FY2025-2028				Total FY2029-2032			
						0				0			



# DVRPC FY2021-2024 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

Est Let Date: 9/17/2023

**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>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>	<u>FY2031</u>	<u>FY2032</u>	
CON	183					2,087								
CON	LOC					522								
		0	0	0	0	2,609	0	0	0	0	0	0	0	
		Total FY2021-2024				0	Total FY2025-2028			2,609	Total FY2029-2032			0

**MPMS# 47992**      **New Road Over West Branch of Chester Creek (Crozierville Bridge)**

**LIMITS** Over West Branch of Chester Creek

Est Let Date: 6/18/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	BOF	40											
UTL	183	7											
UTL	LOC	2											
CON	BOF	3,480											
CON	183	652											
CON	LOC	217											
		4,398	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,398		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

**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

Est Let Date: 3/25/2021

**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 and replace it with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	BOF	1,137												
CON	183	213												
CON	LOC	71												
CON	BOF		137											
CON	183		26											
CON	LOC		9											
CON	BOF			136										
CON	183			25										
CON	LOC			8										
CON	BOF				3,136									
CON	183				588									
CON	LOC				196									
		1,421	172	169	3,920	0	0	0	0	0	0	0	0	
		Total FY2021-2024		5,682		Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

Est Let Date: 1/16/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Ridley Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

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 and improving the turn radius at the northeast and southeast corners of the intersection. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	LOC	150											
UTL	CAQ	28											
UTL	581	6											
CON	TOLL												
CON	CAQ	1,575											
		1,759	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,759	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 69665** *South Creek Road Bridge Over Brandywine Creek SR:3101*

**LIMITS** Over Brandywine Creek

Est Let Date: 10/7/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Pennsbury Township; Chadds Ford Township

**FC:** 17

AQ Code:S19

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

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 poor condition 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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	STU	720											
FD	581	180											
CON	185		5,673										
CON	185			4,000									
CON	185				11,000								
		<b>900</b>	<b>5,673</b>	<b>4,000</b>	<b>11,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>21,573</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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 East of Market Street

Est Let Date: 2/17/2022

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Bethel Township; Concord Township; Upper Chichester Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

This project section involves the widening and improving of SR 322 to a four-lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line through Bethel Township to just east of Chelsea Parkway in Upper Chichester Township.

The following improvements will be implemented:

- The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.
- Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.
- A new traffic signal will be constructed at the intersection of Garnet Mine Road and the SR 322 eastbound ramps.
- Left turns from and into Colonial Drive will be eliminated.
- The existing traffic signal at the Bethel Road Connector and left turn lanes on SR 322 will be reconstructed.
- The total estimated cost for this project section is \$142,358,492.
- The anticipated let date is August 22, 2024.
- The anticipated completion date is September 21, 2028.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 114034 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	SXF				12,650								
CON	581				3,162								
CON	STU					1,000							
CON	581					250							
CON	STU						1,000						
CON	581						250						
CON	STU							8,045					
CON	581							2,012					
CON	STU								13,348				
CON	581								3,337				
CON	STU									13,348			
CON	581									3,337			
CON	STU										13,348		
CON	581										3,337		
CON	STU											13,348	
CON	581											3,337	

# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Delaware

CON	STU												18,651
CON	581												4,662
		0	0	0	15,812	1,250	1,250	10,057	16,685	16,685	16,685	16,685	23,313
Total FY2021-2024		15,812				Total FY2025-2028		29,242		Total FY2029-2032		73,368	

**MPMS# 70228** *I-476, MacDade Boulevard Ramp Improvements SR:2006*

**LIMITS** I-476 to Fairview Road

Est Let Date: 1/30/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	NHPP	212											
UTL	581	53											
CON	NHPP		6,337										
CON	581		1,584										
CON	NHPP			6,337									
CON	581			1,584									
		265	7,921	7,921	0	0	0	0	0	0	0	0	0
Total FY2021-2024		16,107				Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 79329** *Bridgewater Road Extension*

**LIMITS** Concord Road to PA 452/US 322

Est Let Date: 12/12/2024

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:117

**MUNICIPALITIES:** Aston Township; Chester Township; Upper Chichester 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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	STP		984										
FD	581		246										
ROW	STU			760									
ROW	581			190									
UTL	STU				783								
UTL	581				196								
CON	STP				4,860								
CON	STU				10,797								
CON	581				3,914								
		0	1,230	950	20,550	0	0	0	0	0	0	0	0
		Total FY2021-2024		22,730		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 6/18/2020

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 "poor condition," 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	BOF	51											
UTL	179	13											
CON	BOF	839											
CON	179	209											
CON	BOF		839										
CON	179		209										
CON	BOF			839									
CON	179			209									
		1,112	1,048	1,048	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		3,208		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Delaware

MPMS# 88400 US 1, Chester County Line to Pole Cat Road

LIMITS Delaware County

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	2,731											
CON	581	682											
CON	STU		2,000										
CON	581		500										
CON	STU			1,600									
CON	581			400									
CON	STU				5,000								
CON	STU				1,400								
CON	581				1,250								
CON	581				350								
		3,413	2,500	2,000	8,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		15,913		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## 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

Est Let Date: 9/30/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

**MUNICIPALITIES:** Tinicum Township; Prospect Park Borough

**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. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185				6,362								
CON	185					2,653							
CON	581					675							
CON	185						6,732						
CON	581						3,482						
CON	581							654					
CON	185							7,267					
		0	0	0	6,362	3,328	10,214	7,921	0	0	0	0	0
		Total FY2021-2024		6,362		Total FY2025-2028		21,463		Total FY2029-2032		0	

**MPMS# 92739** *Glen Riddle o/Chrome Run (Bridge)*

**LIMITS** Middletown Township North of Brandywine Drive

Est Let Date: 10/1/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185		219										
CON	185		874										
		0	1,093	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,093		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 92808** *Marshall Rd o/ Cobbs Crk (Bridge)*

**LIMITS** Between Cobbs Creek Parkway and 69th Street

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. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	STP											114	
UTL	185											29	
CON	STP											9,125	
CON	185											2,281	
		0	0	0	0	0	0	0	0	0	0	11,549	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				11,549			

**MPMS# 93105** *State Rd o/Darby Creek (Bridge)*

**LIMITS** State Road (SR 0001) between Rolling Road and State Road(SR 2026)

Est Let Date: 11/5/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	656											
CON	581	2,069											
CON	185		403										
CON	185			4,483									
CON	185				688								
CON	185					459							
		2,725	403	4,483	688	459	0	0	0	0	0	0	0
Total FY2021-2024		8,299				Total FY2025-2028				Total FY2029-2032			
						459				0			

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 95429 US 202 and US 1 Intersection Area Improvements

LIMITS 202/1 Intersection and Looproad

Est Let Date: 8/15/2022

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2025M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/P. Valliere

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	661											
FD	581	165											
ROW	STP		143										
ROW	581		36										
UTL	STP		246										
UTL	581		61										
CON	STP			2,341									
CON	581			585									
		826	486	2,926	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,238		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## 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 poor condition. 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 "poor condition" 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	183	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024				0	Total FY2025-2028				0	Total FY2029-2032	
										0	

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

**MPMS# 99668** *PA 291 Drainage Improvement*

**LIMITS** Between Crum Creek and Darby Creek

Est Let Date: 10/1/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Tinicum Township; Eddystone Borough; Ridley Park Borough

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	212											
ROW	581	85											
UTL	581	12											
CON	STU	1,195											
CON	581	47											
Total FY2021-2024		1,551	0	0	0	Total FY2025-2028				0	0	0	0
		1,551				0				Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 103217 Main Street Grade Crossing

LIMITS Between 5th and 7th Streets

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	548											
CON	STP		1,241										
CON	STP			3,241									
CON	RRX			70									
CON	STU				65								
CON	RRX				299								
		548	1,241	3,311	364	0	0	0	0	0	0	0	0
		Total FY2021-2024			5,464	Total FY2025-2028			0	Total FY2029-2032			0



# DVRPC FY2021-2024 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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 2/15/2021

AQ Code:S19

IPD: 16

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	2,122											
UTL	185	1,160											
CON	NHPP	5,404											
CON	TOLL												
CON	TOLL												
CON	STP		2,404										
CON	NHPP			3,000									
CON	NHPP			12,090									
CON	STP			2,830									
CON	TOLL												
CON	STU			1,656									
CON	TOLL												
CON	STU				8,473								
CON	NHPP				9,759								
		8,686	2,404	19,576	18,232	0	0	0	0	0	0	0	0
		Total FY2021-2024		48,898		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

#### LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Cheyney Road over a branch of the Chester Creek in Thornbury Township, Delaware County. The existing bridge, built in 1931, is a one-span reinforced concrete slab structure with a span length of 10 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing structure will be replaced, and guiderail, traffic signs, and delineators will be installed as required.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	80											
FD	185	106											
ROW	STP	64											
ROW	185	16											
UTL	STP	34											
UTL	185	8											
CON	185					597							
		308	0	0	0	597	0	0	0	0	0	0	0
Total FY2021-2024		308				Total FY2025-2028				Total FY2029-2032			
						597				0			

MPMS# 107642 *Smithbridge Road Corridor*

LIMITS Smithbridge Road in Concord Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

Construction of 8 ft. multi-use trail along Smithbridge Rd. connecting residential neighborhoods and Garnet Valley School District campuses. Project includes intersection improvements at district campuses. A roundabout will be installed at Smithbridge Rd. and Temple Rd.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	HSIP	49											
CON	CAQ	1,843											
		1,892	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		1,892				Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 108910** **I-95 Noise Abatement**

**LIMITS** Highland Avenue to Ridley Creek (I-95 Corridor)

**IMPROVEMENT** Other

**MUNICIPALITIES:** Chester City; Chester Township

**PLAN CENTER:**

**PROJECT MANAGER:** Gannett/M. McGuire

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

Est Let Date: 12/15/2027

MRPID:230

AQ Code:X6

IPD: 26

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	1,167											
ROW	STU				623								
ROW	581				155								
UTL	581				779								
CON	581							7,460					
CON	581								6,094				
		1,167	0	0	1,557	0	0	7,460	6,094	0	0	0	0
		Total FY2021-2024		2,724		Total FY2025-2028		13,554		Total FY2029-2032		0	

**MPMS# 110951** **Macdade Blvd. Corridor Safety Improvements**

**LIMITS** Fairview to Ashland

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Glenolden Borough; Ridley Township

**PLAN CENTER:**

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

Est Let Date: 3/26/2020

AQ Code:2025M

IPD:

CMP Subcorridor(s): 6A

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	2,000											
CON	TOLL												
CON	sHSIP		796										
		2,000	796	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,796		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 110965** *Marshall Road Corridor Safety Improvements*

**LIMITS** Plumstead Ave. to Cobbs Creek Pkwy.

Est Let Date: 3/26/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Upper Darby Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8F

Road diet from Sherbrook Boulevard to Long Lane & Hampden Road to Powell Lane; 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	sHSIP	2,000											
CON	TOLL												
CON	sHSIP		947										
		2,000	947	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,947		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111021** *Bethel Road Roundabout*

**LIMITS** Bethel Road (SR 3017) & Mill Road (SR 3014)

Est Let Date: 8/6/2020

**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)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	352											
UTL	TOLL												
UTL	sHSIP	46											
CON	TOLL												
CON	sHSIP	900											
CON	TOLL												
CON	sHSIP		263										
		1,298	263	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,561		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111022** *Chichester Avenue Corridor Safety Improvements*

**LIMITS** Laughead Ave. to Bethel/Thornton Rd.

Est Let Date: 3/26/2020

**IMPROVEMENT** Signal/ITS 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

Chichester Avenue Corridor Safety Improvements include (1) the intersection of Bethel Road/Thornton Road – convert pedestal mounted signal to mast arm to improve visibility and (2) the intersections of Pleasant Ave./I-95 Ramp C and Johnson Ave./I-95 Ramp A/B – improve multimodal safety, using the Intersection Control Evaluation process, by converting the two-way stop controlled intersections to roundabouts pending the concurrence from the township.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	sHSIP	36											
CON	TOLL												
CON	sHSIP	849											
		885	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			885	Total FY2025-2028			0	Total FY2029-2032			0

**MPMS# 111167** *Lansdowne Avenue Corridor Safety Improvements*

**LIMITS** Lansdowne Avenue from Marshall Road to West Chester Pike

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township; Lansdowne Borough; Upper Darby Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 10B, 10C

Safety improvements include the implementation of a Road Diet, Signal Phasing Modifications, Dynamic Signal Warning Flashers, and Advance Dilemma Zone Warning Protection System.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	HSIP	314											
CON	HSIP	1,461											
CON	HSIP		1,461										
		1,775	1,461	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			3,236	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111486** *Octoraro Trail Construction - Phase 1*

**LIMITS** State Route 202 to Temple Road

Est Let Date: 9/17/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Concord Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/J. Natale

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	663									
CON	TAP		500								
		663	500	0	0	0	0	0	0	0	0
Total FY2021-2024		1,163		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111487** *Walkable Chadds Ford*

**LIMITS** US 1 to Village of Chadds Ford at S Creek Rd & Station Way Rd/N Creek Rd

Est Let Date: 8/20/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP			1,000							
		0	0	1,000	0	0	0	0	0	0	0
Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 111488** *Media Borough Ridge Road Stormwater Improvements*

**LIMITS**

Est Let Date: 8/6/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	400											
		400	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		400				Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111762** *PA 3: Ellis to St Albans*

**LIMITS** Between College Avenue and Newtown Square SC Driveway

No Let Date

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

**MUNICIPALITIES:** Newtown Township

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** TSS/T. Stevenson

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 10C

West Chester Pike (PA 3) will be widened to add an additional through travel lane from the Newtown Square Shopping Center signalized driveway for a shopping center to College Ave. (Eastbound) and to Ellis Ave. (Westbound). Approximately 0.7 mile widening in each direction.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	e581	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		2,000				Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 113251 *Highland Avenue Railroad Preemption*

LIMITS State Route 291 and Highland Avenue

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install a preemption system between the traffic signal at PA 291 and Highland Avenue in the City of Chester. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX				200								
		0	0	0	200	0	0	0	0	0	0	0	0
Total FY2021-2024					200	Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 114034 *US 322: Chelsea Parkway to Market St. Interchange (Section 103)*

New-B

LIMITS Chelsea Parkway to Market St. Interchange

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:50

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

CMP Subcorridor(s): 8A

This project involves widening and improving SR 322 to a four lane typical section with a median from Chelsea Parkway to the Market Street Interchange in Upper Chichester Township. The existing two lane section of SR 322 will be widened to four lanes with exclusive left turn lanes to accommodate left turns at the Cherry Tree Road / SR 3016 intersection. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four lane section from Cherry Tree Road to the Market Street interchange will be improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements made to Market Street.

•The total estimated cost for this project section is \$80,000,000.

•To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.

•The anticipated let date is February 2022

•The anticipated completion date is October 31, 2026.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185							7,867					
CON	581								7,289				
CON	185								23,466				
CON	185									32,664			
CON	581										17,247		
CON	185										12,808		
		0	0	0	0	0	0	7,867	30,755	32,664	30,055	0	0
Total FY2021-2024		0				Total FY2025-2028		38,622		Total FY2029-2032		62,719	



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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115426** *Haverford Road Corridor Safety Improvements*

**New**

**LIMITS** Landover Road to County Line Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

- Road Diet of Haverford Road from Landover Road (SR 1001) to Karakung Road/Winchester Road
- Addition of two-way left-turn lane from Landover Road (SR 1001) to Karakung Road/Winchester Road
- Addition of exclusive left-turn lane(s) on Haverford Road (SR 1001) at the following intersections:
  - o Landover Road (2 LTLs)
  - o Buck Lane (2 LTLs)
  - o Hathaway Lane (1 LTL)
  - o Loraine Street (1 LTL)
  - o Eagle Road (2 LTLs)
- Modification of left turn signal phasing at the following intersections:
  - o Landover Road (2 approaches)
  - o Buck Lane (2 approaches)
  - o College Avenue (2 approaches)
  - o Ardmore Avenue (1 approach)
  - o Eagle Road (2 approaches)
  - o Karakung Road (1 approach)
- Installation of dynamic signal warning flashers at the following intersections:
  - o Buck Lane (1 approach)
  - o College Avenue (1 approach)
  - o Ardmore Avenue (1 approach)
  - o Eagle Road (1 approach)
- Installation of actuated advance warning dilemma zone protection system for Haverford Road (SR 1001) at the following intersections:
  - o Landover Road
  - o Buck Lane
  - o College Avenue
  - o Ardmore Avenue
  - o Hathaway Lane
  - o Loraine Street
  - o Eagle Road
  - o Karakung Road

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	187											
FD	HSIP	93											
CON	HSIP			1,866									
		280	0	1,866	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,146		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115427** *Lansdowne Avenue Corridor Safety Improvements*

**New**

**LIMITS** Darby Borough Line to Marshall Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lansdowne Borough

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5E

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers at signalized intersections
- Installation of additional lighting at the following intersections:
  - o Mercy Fitzgerald Hospital
  - o Baily Road
  - o Providence Road
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Essex Avenue
  - o Plumstead Avenue
  - o Marshall Road
- Coordination of arterial signals at the following intersections:
  - o Mercy Fitzgerald Hospital
  - o Baily Road
  - o Providence Road
  - o Baltimore Avenue
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Essex Avenue
  - o Plumstead Avenue
  - o Marshall Road
- Installation of mast arms for each approach at the following intersections:
  - o Stewart Avenue
  - o Greenwood Avenue
  - o Marshall Road
- Installation of raised crosswalks at Stewart Avenue
- Installation of high visibility crosswalk and rapid flashing beacon at Lansdowne Theater

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	HSIP		218										
FD	HSIP			132									
CON	HSIP				1,000								
CON	HSIP					1,026							
		0	218	132	1,000	1,026	0	0	0	0	0	0	0
		Total FY2021-2024		1,350		Total FY2025-2028		1,026		Total FY2029-2032		0	

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Delaware	\$44,155	\$37,610	\$58,584	\$98,074	\$238,423	\$143,031	\$154,083

# DVRPC FY2021-2024 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

Est Let Date: 3/15/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STP	47											
ROW	183	9											
ROW	LOC	3											
UTL	STP	52											
UTL	183	10											
UTL	LOC	3											
CON	STP	1,697											
CON	183	318											
CON	LOC	106											
		2,245	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,245		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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)

Est Let Date: 8/20/2020

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 is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. 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 2019. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	4,243											
CON	185	1,060											
CON	NHPP		4,243										
CON	185		1,060										
		5,303	5,303	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,606		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 16239 New Hanover Square Road Bridge (Bridge)

LIMITS Between New Road and Swamp Creek

Est Let Date: 6/18/2020

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. This poor condition bridge is a 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	139											
UTL	STP	55											
UTL	185	14											
CON	185	955											
CON	185		3,819										
		1,163	3,819	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,982		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 5/21/2020

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 PA 73 intersections with Greenwood Avenue and at Rices Mill Road. 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 into final design.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	CAQ	1,827											
UTL	TOLL												
UTL	CAQ		262										
CON	TOLL												
CON	CAQ		6,556										
		1,827	6,818	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		8,645		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 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

Est Let Date: 6/15/2022

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	BOF	558											
FD	183	105											
FD	LOC	35											
ROW	BOF	62											
ROW	183	13											
ROW	LOC	3											
UTL	BOF					72							
UTL	183					13							
UTL	LOC					5							
CON	BOF					5,731							
CON	183					1,075							
CON	LOC					358							
		776	0	0	0	7,254	0	0	0	0	0	0	0
		Total FY2021-2024			776	Total FY2025-2028			7,254	Total FY2029-2032			0

# DVRPC FY2021-2024 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:** Franconia Township; Lower Salford Township; Towamencin 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 and Phase 3 Souderton Pike to PA 309 - MPMS #105803. 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.

The overall effort is to 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, make a physical connection to PA 309, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP	2,000											
FD	581	500											
FD	NHPP		2,000										
FD	581		500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,000		Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 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

Est Let Date: 4/22/2022

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 full-depth reconstruction of the roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	LOC	2,016											
ROW	STU	1,613											
ROW	LOC	403											
UTL	STU	136											
UTL	LOC	34											
CON	STU		2,000										
CON	LOC		500										
CON	STU			2,568									
CON	LOC			642									
CON	STU				2,284								
CON	LOC				571								
CON	STU					7,500							
CON	LOC					1,875							
CON	STU						7,500						
CON	LOC						1,875						
		4,202	2,500	3,210	2,855	9,375	9,375	0	0	0	0	0	0
		Total FY2021-2024		12,767		Total FY2025-2028		18,750		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## 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: East Norriton Township; Norristown Borough

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), 106068 (Section 530) and Section 540, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581	2,000											
ROW	NHPP				1,820								
ROW	581				455								
ROW	NHPP					1,820							
ROW	581					455							
UTL	NHPP			2,579									
UTL	581			645									
		2,000	0	3,224	2,275	2,275	0	0	0	0	0	0	0
Total FY2021-2024				7,499		Total FY2025-2028		2,275		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 9/26/2019

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Bridgeport Borough; Norristown Borough; Upper Merion Township

**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 the Chester Valley Trail (see MPMS #14663 and 14675) in Great Valley to the Schuylkill River Trail (SRT) in Norristown, and will connect residential communities with major employment, school, retail, and service centers throughout King of Prussia, Bridgeport, Norristown, Great Valley, and Exton. The Schuylkill River Trail in Montgomery County and Philadelphia is the region's highest-volume trail, and the Chester Valley Trail in Chester County is the region's second-highest volume multiuse trail. By uniting with the Schuylkill River Trail (SRT) in Norristown, the Chester Valley Trail extension will 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ*	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 16726 WarminsterRd/Pennypack Ck (Bridge)

LIMITS over Pennypack Creek

Est Let Date: 12/12/2019

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

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 poor condition 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>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>	<u>FY2031</u>	<u>FY2032</u>
CON	185		2,098										
CON	185			2,000									
		0	2,098	2,000	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,098		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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.

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township

PLAN CENTER:

PROJECT MANAGER: EE/L. Link

NHPP: Y

FC:

Est Let Date: 8/20/2020

MRPID:2

AQ Code:S10

IPD: 18

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	5,114											
CON	581	1,278											
CON	STU		2,000										
CON	581		500										
CON	STU			3,030									
CON	581			756									
CON	NHPP				1,210								
CON	STU				3,572								
CON	185				1,195								
CON	STU					6,794							
CON	STP					3,823							
CON	NHPP					11,403							
CON	185					5,505							
CON	STU						25,111						
CON	185						6,277						
		6,392	2,500	3,786	5,977	27,525	31,388	0	0	0	0	0	0
		Total FY2021-2024		18,655		Total FY2025-2028		58,913		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 10/28/2021

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 poor condition, functionally obsolete, weight restricted (26 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032		
CON	185							7,654							
CON	185								11,665						
		0	0	0	0	0	0	7,654	11,665	0	0	0	0		
		Total FY2021-2024				0		Total FY2025-2028		19,319		Total FY2029-2032		0	

# DVRPC FY2021-2024 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.

Est Let Date: 3/17/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Horsham Township; Upper Dublin 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STP								7,989				
ROW	STU								2,589				
ROW	581								2,645				
CON	STP									5,730			
CON	581									1,432			
CON	STP										695		
CON	581										174		
CON	STP											5,035	
CON	581											1,258	
		0	0	0	0	0	0	0	13,223	7,162	869	6,293	0
		Total FY2021-2024			0	Total FY2025-2028			13,223	Total FY2029-2032			14,324

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Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 48175 Ridge Pike, PA Turnpike to Butler Pike SR:0000

LIMITS PA Turnpike to Chemical Road

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 full-depth pavement reconstruction and drainage replacement; upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	1,600											
CON	LOC	400											
CON	STP		1,515										
CON	LOC		378										
CON	STP			1,200									
CON	LOC			300									
CON	STU				4,000								
CON	LOC				1,000								
		2,000	1,893	1,500	5,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		10,393		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 48187** *Henderson/Gulph Road Widen near I-76 Ramps SR:3029*

**LIMITS** S Gulph to Queens Dr and Crooked Lane to PA320/I-76 Intersection

Est Let Date: 11/30/2023

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:54

**MUNICIPALITIES:** Upper Merion Township

**FC:** 14

AQ Code:2035M

**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 Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to PA 320-I-76 East Ramp 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STP		472										
ROW	581		118										
UTL	TOLL												
UTL	STU				962								
CON	581					1,713							
CON	581						2,782						
CON	581							1,155					
CON	581									12,627			
		0	590	0	962	0	1,713	2,782	1,155	12,627	0	0	0
		Total FY2021-2024		1,552		Total FY2025-2028		5,650		Total FY2029-2032		12,627	

**MPMS# 57849** *PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029*

**LIMITS** Over abandoned Reading Railroad Tracks

Est Let Date: 1/30/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	105											
CON	185	2,000											
CON	185		2,278										
		2,105	2,278	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,383		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

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## 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

Est Let Date: 12/12/2019

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:56

**MUNICIPALITIES:** East Norriton Township; Norristown Borough; Whitpain 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. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP*	4,000											
CON	TOLL												
CON	NHPP*		11,000										
CON	TOLL												
CON	STU*			1,000									
CON	TOLL												
CON	NHPP*				4,000								
		4,000	11,000	1,000	4,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		20,000		Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 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

Est Let Date: 9/12/2019

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. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. 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.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP*	4,827											
CON	STU*	477											
CON	NHPP*		5,139										
CON	STU*			2,148									
CON	STU*				747								
		5,304	5,139	2,148	747	0	0	0	0	0	0	0	0
		Total FY2021-2024		13,338		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63493** *PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) SR:0202*

**LIMITS** At Old US 202/PA 309/PA 463

Est Let Date: 9/12/2019

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Montgomery Township

**FC:** 14; 16

**AQ Code:**2025M

**PLAN CENTER:** Suburban Center

**IPD:** 2

**PROJECT MANAGER:** TSS/M. Fausto

**CMP:** Minor SOV Capacity

**CMP Subcorridor(s):** 8G, 12B, 14C

This project involves modifications to the intersection of PA 309 (Bethlehem Pike) with PA 463 (Horsham Road/Cowpath Road) and Business US 202 (Doylestown Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5-Points Intersection," will include the installation of additional through lanes on both PA 463 approaches and the PA 309 southbound approach, and the retiming of the existing eight (8) phase traffic signal. Other improvements will include modifying the existing drainage system by installing Stormwater Management basins, implementing Best Management Practices facilities for erosion and sediment pollution control, replacing the existing traffic signal structures, adjusting several existing driveways to accommodate additional lanes, upgrading the signing and pavement markings, and adding sidewalks and ADA complaint curb ramps.

The existing intersection has fifteen (15) lanes approaching the intersection, and the proposed work has eighteen (18) lanes approaching including widening away from the intersection to accommodate lane drops and driveway improvements. The added lanes are on PA 463 eastbound and westbound and PA 309 southbound. There are no improvements on Doylestown Road other than tying in PA 463 westbound to accommodate vehicles turning right to travel northbound on Business US 202. Sidewalks and ADA complaint curb ramps will be added throughout the project.

Work along PA 309 will extend approximately 1,838 feet north of the intersection and 1,181 feet south of the intersection; work along PA 463 will extend 1,439 feet east of the intersection, and 1,336 feet west of the intersection, work along Business US 202 will extend 854 feet north of the intersection.

#### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	NHPP	8,487											
		8,487	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			8,487	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## 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

Est Let Date: 2/15/2021

**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.

The estimated construction funding (\$30 Million) is located in the Long-range Plan which begins in FY33.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STU		3,876										
ROW	581		818										
ROW	LOC		272										
CON	STU												
CON	581												
		0	4,966	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,966		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 64798** *North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412*

**LIMITS** Over Amtrak/SEPTA Paoli

Est Let Date: 9/30/2021

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP		2,200										
CON	183		412										
CON	LOC		137										
CON	STP			2,200									
CON	183			412									
CON	LOC			137									
		0	2,749	2,749	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,498		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## 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

Est Let Date: 7/23/2020

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 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	SXF	6,864											
CON	NHPP	6,941											
		13,805	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		13,805		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 9/29/2022

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 the rehabilitation or replacement of the existing bridge, constructed in 1884, is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection 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 the bridge will rehabilitation or replacement will be determined upon Federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	478											
FD	183	90											
FD	LOC	30											
ROW	STP	104											
ROW	183	19											
ROW	LOC	6											
CON	STP					3,248							
CON	183					609							
CON	LOC					203							
		727	0	0	0	4,060	0	0	0	0	0	0	0
		Total FY2021-2024			727	Total FY2025-2028			4,060	Total FY2029-2032			0

MPMS# 74813 Ambler Pedestrian Sidewalk Improvements

Return

LIMITS Orange Avenue/Highland Avenue/Southern Park Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Ambler Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.

SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STU		375										
		0	375	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			375	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 74816 *Whitemarsh Street Imprv (TE)*

LIMITS Whitemarsh Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Whitemarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STU	1,200											
		1,200	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,200	Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 74937 *Whitemarsh Township Street Improvements*

LIMITS Germantown Pike, Church Road to Joshua Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MUNICIPALITIES: Whitemarsh Township

FC: 14

AQ Code:S6

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STP	640											
		640	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			640	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 77211 PA 309 Connector: Allentown Road to Souderton Pike (HT2)

LIMITS Allentown Road to Souderton Pike

Est Let Date: 12/10/2020

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield 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, make a physical connection to PA 309, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU		2,551										
CON	NHPP		1,442										
CON	581		998										
CON	NHPP			4,993									
CON	581			1,248									
CON	NHPP				2,993								
CON	581				748								
CON	NHPP					86							
CON	STU					5,244							
CON	581					1,332							
CON	STU						5,330						
CON	581						1,332						
CON	STU							5,330					
CON	581							1,332					
		0	4,991	6,241	3,741	6,662	6,662	6,662	0	0	0	0	0
		Total FY2021-2024		14,973		Total FY2025-2028		19,986		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 80021** *US 202, Markley Street Improvements (Section 510)*

**Return**

**LIMITS** Main Street to Harding Boulevard

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:21

**MUNICIPALITIES:** Norristown Borough

**FC:**

AQ Code:S10

**PLAN CENTER:** Town Center

IPD: 7

**PROJECT MANAGER:** EE/J. Brown

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8E, 9B

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and replacement of the box beam structure carrying the southbound lanes over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction will occur. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

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>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>	<u>FY2031</u>	<u>FY2032</u>
CON	NHPP	2,400											
CON	581	600											
		<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>3,000</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Creek*

LIMITS Over Pennypack Circle

Est Let Date: 6/15/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

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 is the rehabilitation of the Fetters Mill Road Bridge in Lower Moreland and Bryn Athyn Borough. The bridge was determined eligible for the inclusion in the National Register of Historic Places in 1999 with the Fetters Mill Historic District being added to the list in 2006. The bridge was closed to traffic in April 2017 and will remain closed until the completion of construction. Since the bridge is being rehabilitated, it was determined that the project will have a "No Adverse Effect" on the bridge and historic district.

#### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	BOF	1,188											
CON	183	222											
CON	LOC	74											
CON	BOF		1,188										
CON	183		222										
CON	LOC		74										
		1,484	1,484	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,968		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 83742 Keim Street Bridge Over Schuylkill River

LIMITS Over Schuylkill River

Est Let Date: 8/15/2021

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 is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this structure.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	573											
FD	183	107											
FD	LOC	36											
ROW	STP	68											
ROW	183	12											
ROW	LOC	5											
UTL	STP	50											
UTL	183	9											
UTL	LOC	3											
CON	STP		1,662										
CON	183		312										
CON	LOC		104										
CON	STP			2,462									
CON	183			461									
CON	LOC			153									
CON	STU				1,862								
CON	183				349								
CON	LOC				116								
CON	STU					8,000							
CON	183					1,500							
CON	LOC					500							
		863	2,078	3,076	2,327	10,000	0	0	0	0	0	0	0
		Total FY2021-2024		8,344		Total FY2025-2028		10,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 86336 **Congo Road Bridge Replacement**

LIMITS Congo Road over Middle Creek

Est Let Date: 3/25/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF	678											
CON	185	169											
CON	BOF		678										
CON	185		169										
CON	BOF			678									
CON	185			169									
		847	847	847	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,541		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 92807 **PA 73 - Skippack Pike Bridge Replacement**

LIMITS over the Skippack Creek

Est Let Date: 7/15/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	332											
UTL	185	332											
CON	NHPP		3,934										
CON	185		983										
		664	4,917	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,581		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

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 county bridge #257 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 poor condition. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	3,399											
CON	183	637											
CON	LOC	212											
CON	STU		3,399										
CON	183		637										
CON	LOC		212										
CON	STU			3,399									
CON	183			637									
CON	LOC			212									
		4,248	4,248	4,248	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		12,744		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 98037** Niantic Road over Perkiomen Creek (Bridge)

**LIMITS**

Est Let Date: 4/23/2020

**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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	185	159											
ROW	185	85											
UTL	185		23										
CON	185		1,550										
		244	1,573	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,817		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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 the replacement of the existing two-span concrete slab bridge with a weight restricted of 15-tons. The bridge will be replaced with a precast reinforced concrete box culvert bridge with minimal approach roadway work. During construction, one lane of traffic in each direction will be maintained to allow traffic to be uninterrupted.

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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 102273** *Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing*

**New-B**

**LIMITS** PA 29 to Ridge/Germantown Pike

Est Let Date: 11/3/2022

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:160

**MUNICIPALITIES:** Collegeville Borough; Lower Providence Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 14

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 9A, 11A

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegeville are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegeville/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	581	2,000											
ROW	581		2,241										
ROW	581			1,165									
ROW	581					3,594							
UTL	TOLL												
UTL	STU			700									
CON	STP						550						
CON	TOLL												
CON	CAQ						6,450						
CON	STU												
CON	185												
		<b>2,000</b>	<b>2,241</b>	<b>1,865</b>	<b>0</b>	<b>3,594</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>6,106</b>		<b>Total FY2025-2028</b>		<b>10,594</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 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

Est Let Date: 10/1/2021

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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	sSTP	300											
ROW	TOLL												
ROW	sSTP	25											
UTL	TOLL												
UTL	sSTP	25											
CON	TOLL												
CON	sSTP		1,300										
		350	1,300	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,650		Total FY2025-2028				0			
										Total FY2029-2032			
										0			



# DVRPC FY2021-2024 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

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 12/12/2024

MRPID:57

AQ Code:2035M

IPD: 19

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 Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581			6,407									
ROW	581				123								
ROW	581					6,852							
ROW	581						6,627						
ROW	581							250					
UTL	STU									4,086			
UTL	581									1,021			
CON	NHPP									101			
CON	STU									7,212			
CON	581									1,828			
CON	STU										8,714		
CON	581										2,178		
CON	STU											111	
CON	581											27	
CON	STU												14,719
CON	581												3,680
		0	0	6,407	123	6,852	6,627	250	0	14,248	10,892	138	18,399
		Total FY2021-2024		6,530		Total FY2025-2028		13,729		Total FY2029-2032		43,677	

# DVRPC FY2021-2024 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

**NHPP:**

**FC:**

Est Let Date: 12/10/2020

MRPID:55

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	<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>	<u>FY2031</u>	<u>FY2032</u>	
CON	STU	293												
CON	TOLL													
CON	TOLL													
CON	STU		4,626											
CON	NHPP		1,000											
CON	TOLL													
CON	STU			932										
CON	TOLL													
CON	STU				45									
		293	5,626	932	45	0	0	0	0	0	0	0	0	
		Total FY2021-2024		6,896		Total FY2025-2028				0		Total FY2029-2032		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:**

**FC:**

No Let Date

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	RRX*	20												
		20	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			20	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 107180** **Powerline Trail Connection - Phase 1 (TAP)**

**LIMITS** US 202 Parkway Trail with the Township Building and Community and Recreation

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Montgomery Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** EE/DVRPC/J. Coscia

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	850									
		850	0	0	0	0	0	0	0	0	0
Total FY2021-2024		850		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 107996** **Abington Township Trail (TAP)**

**LIMITS** Abington Township

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Abington Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 17

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	450									
		450	0	0	0	0	0	0	0	0	0
Total FY2021-2024		450		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 108006** *Limerick Township Trails (TAP)*

**LIMITS** Limerick Township

Est Let Date: 3/12/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Limerick Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			500	Total FY2025-2028			0	Total FY2029-2032			0

**MPMS# 108008** *Tookany Creek Trail Phase 3 (TAP)*

**LIMITS** Harrison Ave. to New Second Street

Est Let Date: 2/13/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Cheltenham Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 16

**PROJECT MANAGER:** EE/DVRPC/J. Natale

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	700											
		700	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			700	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110313 Belmont Avenue Bridge over Schuylkill River

LIMITS Belmont Avenue/Green Lane over Schuylkill River

Est Let Date: 9/14/2023

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PE	STU	1,357												
PE	183	254												
PE	LOC	84												
FD	STU		1,224											
FD	183		229											
FD	LOC		76											
UTL	STU			450										
UTL	183			84										
UTL	LOC			28										
CON	STU									13,004				
CON	581									1,136				
CON	183									1,302				
CON	LOC									812				
		1,695	1,529	562	0	0	0	0	0	16,254	0	0	0	
		Total FY2021-2024			3,786	Total FY2025-2028				0	Total FY2029-2032			16,254

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 110315** *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

**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:** Minor SOV Capacity

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	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	581	450											
FD	581			675									
ROW	STU			540									
ROW	581			135									
UTL	STP									2,688			
UTL	581									672			
CON	STU									6,720			
		450	0	1,350	0	0	0	0	0	10,080	0	0	0
		Total FY2021-2024			1,800	Total FY2025-2028			0	Total FY2029-2032			10,080

# DVRPC FY2021-2024 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*

**LIMITS** School Lane to Belvoir Road

Est Let Date: 5/9/2021

**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 carries 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 in poor condition. 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU	604											
FD	185	579											
FD	183	114											
FD	LOC	616											
ROW	183	2,318											
ROW	LOC	2,318											
UTL	183		307										
UTL	LOC		307										
CON	STU		3,286										
CON	183		616										
CON	TPK		7,500										
CON	LOC		205										
CON	STU			3,286									
CON	183			616									
CON	TPK			7,500									
CON	LOC			205									
		6,549	12,221	11,607	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		30,377		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110762 Perkiomenville Road over Sciota Creek Bridge Replacement

#### LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	185	106											
FD	185	159											
ROW	185	106											
UTL	STU	17											
UTL	185	4											
CON	185					2,398							
		392	0	0	0	0	2,398	0	0	0	0	0	0
		Total FY2021-2024			392	Total FY2025-2028			2,398	Total FY2029-2032			0

MPMS# 110961 Old Skippack Rd. Roundabout

LIMITS Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

Est Let Date: 4/9/2020

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Upper Salford Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

Roundabout installation at Old Skippack Road (SR 1017) & Schwenksville Road (SR 4018)

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	TOLL												
ROW	sHSIP	220											
UTL	TOLL												
UTL	sHSIP	26											
CON	TOLL												
CON	sHSIP	300											
CON	TOLL												
CON	sHSIP		363										
		546	363	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			909	Total FY2025-2028			0	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110971 Main Street Safety Improvements

LIMITS Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

Est Let Date: 3/11/2021

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

CMP Subcorridor(s): 8E, 9B

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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	TOLL												
ROW	sHSIP	68											
UTL	TOLL												
UTL	sHSIP	34											
CON	TOLL												
CON	sHSIP	492											
CON	TOLL												
CON	sHSIP		4,282										
		594	4,282	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,876		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 111005 Conshohocken Garage (I-76 ICM)

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 # 106662 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ			8,000									
		0	0	8,000	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		8,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 111129 Cannon Ave. Grade Xing

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX			10									
CON	RRX				300								
		0	0	10	300	0	0	0	0	0	0	0	0
Total FY2021-2024					310	Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 111490 Whitpain Twp. Trail Network - Core Connector III

LIMITS Union Meeting Road between Jolly Road and Township Line Road

Est Let Date: 8/20/2020

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

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.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	642											
		642	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024					642	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 111491 *Corinthian Trail*

LIMITS Vicinity of Crooked Billet Elementary

Est Let Date: 8/20/2020

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.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			740									
		0	0	740	0	0	0	0	0	0	0	0	0
Total FY2021-2024				740		Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 111492 *Limekiln Pike Multimodal Safety Initiatives*

LIMITS Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Est Let Date: 8/20/2020

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 Jarrettown Elementary. New curb and drainage will be installed as required.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			750									
		0	0	750	0	0	0	0	0	0	0	0	0
Total FY2021-2024				750		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 111493** *Lower Salford Sidewalk for SR 113 and Park Ave*

**LIMITS** Lower Salford

Est Let Date: 8/20/2020

**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.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			505									
		0	0	505	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		505		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 111494** *Kriebel Road Trail*

**LIMITS** Trumbauer Rd to Valley View Way

Est Let Date: 8/20/2020

**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.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	446											
CON	TAP		400										
		446	400	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		846		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 111495 *Main Street Pedestrian Improvements*

LIMITS PA 29 in Schwenksville

Est Let Date: 8/6/2020

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.

This project was funded via the 2018 Transportation Alternatives Set-aside Program.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP			682									
		0	0	682	0	0	0	0	0	0	0	0	0
Total FY2021-2024				682		Total FY2025-2028			0	Total FY2029-2032			0

MPMS# 112232 *I-76 Slope Repair Westbound*

LIMITS

Est Let Date: 1/30/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3C

This project involves the construction of permanent slope repairs along I-76 Westbound near mile post 335.3 in Lower Merion Township, Montgomery County. Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces have evaluated and performed temporary repairs, but the slope has continued to erode and fail over time. This has placed the I-76 travel lanes at risk of destabilization and failure. A more permanent solution will be required to avoid the possible closure of the roadway for repair in the event of a major slope failure. The causes of the slope failures may include water, erosion, and/or a loss of vegetative support. A site reconnaissance and investigation will be performed to assist with designing remedial measures, which may include excavation and replacement with rip rap, excavation and stabilization with soil nails, and other measures.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	53											
UTL	581	106											
CON	581	2,228											
		2,387	0	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024				2,387		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 112233** *I-76 Rock Slope Stabilization Eastbound*

**LIMITS** Between Milemarkers 333.9 & 334.1

Est Let Date: 1/30/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** TSS/S. Fellin

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 3C

This project involves the construction of permanent rock slope stabilization along I-76 Eastbound near mile posts 333.9 and 334.1 in Lower Merion Township, Montgomery County. Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes, which has required rock slope maintenance from County maintenance forces. These repairs have been a temporary solution in reaction to the falling debris. A more permanent solution is now required to address the situation to avoid the possible closure of the roadway in the event of a large rockfall. This rock slope contains medium to large rock blocks (up to approximately 5 feet x 5 feet x 5 feet) with about a 4 foot overhang adjacent to the roadway. There is little to no rockfall catchment area. There have been frequent rockfalls in the area, and the overhanging blocks are at considerable risk of falling. The causes of the rock slope failure may include freeze-thaw cycles, vegetation root jacking, and stress relief from the original construction of the roadway. A detailed site reconnaissance will be performed to assist with designing remedial measures, which may involve tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains and other items.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581	80											
UTL	581	53											
CON	581	1,061											
CON	581		1,273										
		1,194	1,273	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,467		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 114270** *Wynnewood Road Road Diet*

**New**

**LIMITS** County Line Road (SR 1005) to Lancaster Avenue

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:

- Conversion of an undivided four-lane road to three lanes and a two-way left turn lane (i.e., a "Road Diet")
- Also eliminates one conflicting through movement for left turns
- Also increases offset to fixed objects along roadway
- Also adds dedicated left turn lanes to existing signalized and unsignalized intersections
- Install retroreflective signing and pavement markings
- Improve signal coordination

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	HSIP	140											
CON	HSIP	1,358											
		1,498	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,498		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 114944 *Bethlehem Pike Safety Improvements*

New

LIMITS Sunnybrook Road to paper Mill Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER: Ashwin Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14B, 15B

Proposed improvements on Bethlehem Pike from Sunnybrook Road to Paper Mill Road include:

- 1) Converting partial limits of Bethlehem Pike from an undivided four-lane section to a three-lane section including a two-way-left-turn lane
- 2) Modify left-turn signal phasing (Change left-turn phase from at least one permissive approach to flashing yellow arrow (FYA))
- 3) Coordinate arterial signal
- 4) Add pedestrian countdown timers
- 5) Add retroreflective backplates to improve signal visibility

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	TOLL												
PE	sHSIP		267										
FD	TOLL												
FD	sHSIP		114										
CON	TOLL												
CON	sHSIP		1,497										
		0	1,878	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,878		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 114948** *Lancaster Avenue and Remington Road Intersection Improvements*

**New**

**LIMITS** Lancaster Ave and Remington Rd

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Ashwin Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 7B

The scope of this project entails safety countermeasures which include:

- 1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes.
- 2) Install pedestrian countdown timers
- 3) Add signal (additional primary head) on the mast arms along Remington Road.
- 4) Provide ADA ramps
- 5) Upgrade existing mast arms

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	TOLL												
PE	sHSIP		130										
FD	TOLL												
FD	sHSIP		90										
ROW	TOLL												
ROW	sHSIP		100										
UTL	TOLL												
UTL	sHSIP		50										
CON	TOLL												
CON	sHSIP		1,202										
		0	1,572	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,572		Total FY2025-2028		0		Total FY2029-2032		0	



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## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 115428** *Sumneytown Pike Intersections Safety Improvements*

**New**

**LIMITS** Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skipack Rd

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Salford Township

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

The proposed scope of this project include:

- Install Exclusive Left-Turn Lanes at:
  - o Barndt Road (2 LTLs)
  - o Ridge Road/Skipack Road (2 LTLs)
- Remove Skew Angle of Ridge Road at Sumneytown Pike
- Install intersection lighting at Barndt Road and Ridge Road

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	271											
FD	HSIP												
ROW	HSIP					128							
UTL	HSIP					620							
CON	HSIP					1,886							
		0	271	0	180	0	2,634	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		451				2,634				0			

**MPMS# 115429** *Belmont Avenue and St. Asaphs Road Roundabout*

**New**

**LIMITS** Belmont Avenue (SR 3045) and St Asaphs Road intersection

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F

This project will implement a roundabout at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township, Montgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	510											
FD	HSIP												
ROW	HSIP					427							
UTL	HSIP					41							
CON	HSIP					1,000							
CON	HSIP					1,119							
		510	0	220	0	1,468	1,119	0	0	0	0	0	0
		Total FY2021-2024				Total FY2025-2028				Total FY2029-2032			
		730				2,587				0			

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Montgomery	\$100,092	\$107,622	\$67,659	\$28,532	\$303,905	\$191,372	\$96,962

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 12824 2019 Philadelphia ADA Ramps

LIMITS City of Philadelphia

Est Let Date: 1/30/2020

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve the ADA facilities along several main roadways in the City of Philadelphia including Henry Avenue, Stenton Avenue, Godfrey Avenue, Clarissa Street, Wayne Avenue, Bethlehem Pike, Mount Airy Avenue, Easton Road, Wadsworth Avenue, Girard Avenue, Cheltenham Avenue, Princeton Avenue, Willits Road, Spring Garden Street, Whitby Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street.

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL	1,000											
CON	STU												
CON	TOLL												
CON	STU		1,426										
CON	TOLL												
CON	STU			4,000									
CON	STU				1,000								
		1,000	1,426	4,000	1,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		7,426		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 12886 ADA Ramps 2020 Philadelphia

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: Fran Hanney

CMP: Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in the City of Philadelphia, including Route 1, Roosevelt Boulevard, Cottman Avenue, New State Road, Welsh Road & Roosevelt Boulevard, Bustleton Avenue & Bridge Street, Philmont Avenue, Richmond Street & Girard Avenue, Kingsessing Avenue, Parkside Avenue, Chester Avenue, 52nd Street, 42nd Street, and 65th Street. A total of 565 ramps have been identified as having ADA barriers.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STU	1,713											
CON	TOLL												
CON	STU		2,713										
CON	TOLL												
CON	STU			3,000									
CON	TOLL												
CON	STU				1,655								
CON	TOLL												
CON	STU					2,058							
		1,713	2,713	3,000	1,655	2,058	0	0	0	0	0	0	0
		Total FY2021-2024			9,081	Total FY2025-2028			2,058	Total FY2029-2032			0

MPMS# 17409 Coulter St/SEPTA \*B2 (Bridge)

LIMITS

Est Let Date: 6/15/2020

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	1,008											
CON	185	1,961											
		2,969	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			2,969	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 17511** *City Ave o/ SEPTA (Bridge)*

**LIMITS** over SEPTA Cynwyd Line

Est Let Date: 8/20/2020

**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 line on City Avenue (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	7,214											
CON	185	1,804											
		9,018	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		9,018		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 17697** *Island Avenue Signal Upgrade SR:3013*

**LIMITS** Woodland Avenue to Bartram Avenue

Est Let Date: 4/23/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ	7,761											
CON	CAQ		7,761										
		7,761	7,761	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		15,522		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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) poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	1,000											
ROW	185		1,500										
		1,000	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,500		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 6/18/2021

**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 five 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 single span steel girder bridge founded atop new reinforced concrete 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU			3,601									
CON	183			675									
CON	LOC			225									
CON	STU				1,086								
CON	BOF				2,515								
CON	183				675								
CON	LOC				225								
CON	STU					3,887							
CON	BOF					3,316							
CON	183					1,350							
CON	LOC					450							
		0	0	4,501	4,501	9,003	0	0	0	0	0	0	0
		Total FY2021-2024		9,002		Total FY2025-2028		9,003		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 57902 City Wide 3R Betterments Line Item

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#108092 for CW107 package  
See MPMS#108095 for CW108 package  
See MPMS#108097 for CW109 package  
See MPMS #108098 (CW ADA 2)  
See MPMS #112500 (CW110)  
See MPMS #112527 (CW ADA 3)

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	STU												
CON	LOC												
CON	STU												
CON	STU												
CON	LOC												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 69828** *Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010*

**LIMITS** Over Schuylkill River and CSX Railroad

Est Let Date: 3/25/2021

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:245

**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

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River , the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and 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 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 bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure.

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. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	2,122											
CON	STU	7,702											
CON	185	1,925											
CON	STU		3,125										
CON	185		781										
CON	STU			2,545									
CON	185			635									
CON	STP				9,000								
CON	185				2,250								
CON	STU					9,919							
CON	STP					9,457							
CON	185					4,844							
CON	NHPP						3,280						
CON	STU						21,856						
CON	185						2,245						
CON	581						4,038						
CON	STU							12,976					
CON	STP							11,087					
CON	185							6,015					
		11,749	3,906	3,180	11,250	24,220	31,419	30,078	0	0	0	0	0
		Total FY2021-2024		30,085		Total FY2025-2028		85,717		Total FY2029-2032		0	



# DVRPC FY2021-2024 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

Est Let Date: 12/8/2022

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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	185	300											
UTL	185					381							
CON	185					4,160							
		300	0	0	0	0	4,541	0	0	0	0	0	0
Total FY2021-2024		300				Total FY2025-2028				Total FY2029-2032			
		300				4,541				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS Delaware Avenue to Oregon Avenue

Est Let Date: 1/27/2022

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STU	912											
FD	LOC	228											
ROW	STP	3,523											
ROW	LOC	880											
ROW	STP		3,523										
ROW	LOC		880										
CON	STP			4,216									
CON	STU			1,782									
CON	LOC			1,499									
CON	STU				2,616								
CON	LOC				654								
CON	STU					5,000							
CON	LOC					1,250							
		5,543	4,403	7,497	3,270	6,250	0	0	0	0	0	0	0
		Total FY2021-2024		20,713		Total FY2025-2028		6,250		Total FY2029-2032		0	

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	TOLL												
FD	STP	435											
FD	STP		435										
FD	TOLL												
ROW	581		31										
UTL	185					32							
CON	TOLL												
CON	STP												5,958
		435	466	0	0	32	0	0	0	0	0	0	5,958
		Total FY2021-2024			901	Total FY2025-2028			32	Total FY2029-2032			5,958

**MPMS# 74828** *American Cities/Safe Routes to School - Phase 3*

**LIMITS** City-wide

Actl Let Date: 11/1/2018

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	SXF*	2,564											
CON	LOC	473											
		3,037	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			3,037	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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

Est Let Date: 7/9/2020

**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 poor condition 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>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>	<u>FY2031</u>	<u>FY2032</u>
ROW	STU	57											
ROW	185	14											
UTL	185	72											
CON	185	689											
CON	185	2,758											
CON	185		2,758										
CON	185		689										
		<b>3,590</b>	<b>3,447</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>7,037</b>		<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
								<b>0</b>					<b>0</b>

# DVRPC FY2021-2024 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

Est Let Date: 3/25/2021

**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 poor condition; 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	185	424											
UTL	185		265										
UTL	185			1,335									
CON	NHPP	5,912											
CON	581	97											
CON	185	1,478											
CON	NHPP		5,912										
CON	185		1,478										
CON	NHPP			5,912									
CON	185			1,478									
		7,911	7,655	8,725	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		24,291		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		500		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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

Est Let Date: 10/24/2019

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**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>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>	<u>FY2031</u>	<u>FY2032</u>
ROW	LOC	672											
CON	TAP	500											
CON	SXF	2,000											
CON	LOC	437											
CON	TAP		500										
		3,609	500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,109		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 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

Est Let Date: 3/26/2020

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	STU	2,796											
CON	SXF	832											
CON	LOC	907											
		4,535	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,535		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 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

Est Let Date: 10/22/2020

**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. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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.

#### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	NHPP	800											
CON	TOLL												
CON	HSIP	2,258											
CON	TOLL												
CON	HSIP		3,046										
		<b>3,058</b>	<b>3,046</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>6,104</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 81292** *Frankford Av/Frankford Ck (Bridge)*

**LIMITS** Between Torresdale Avenue and Castor Avenue

Est Let Date: 6/24/2021

**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. Poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	185	127											
UTL	185	1,552											
CON	STP			3,104									
CON	185			776									
CON	STP				481								
CON	185				121								
CON	STU					1,493							
CON	STP					1,130							
CON	185					655							
		1,679	0	3,880	602	3,278	0	0	0	0	0	0	0
		Total FY2021-2024		6,161		Total FY2025-2028		3,278		Total FY2029-2032		0	

**MPMS# 83736** *Roosevelt Blvd over Wayne Junction (WAV) (Bridge)*

**LIMITS** Over Wayne Junction

Actl Let Date: 10/18/2018

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:102

**MUNICIPALITIES:** Philadelphia City

**FC:** 12

AQ Code:S19

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** Gannett/V. Genua

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 14A

This project involves rehabilitating or replacing the bridge carrying Roosevelt Boulevard US 1 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 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. This project will also include the rehabilitation of the Fox Street Bridge over US 1.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU*	865											
CON	NHPP*	4,591											
CON	NHPP*		8,135										
CON	NHPP*			5,000									
		5,456	8,135	5,000	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		18,591		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 87784** **Aramingo/Harbison: Church Street to Amtrak (Section BS3)**

**LIMITS** Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:65

**MUNICIPALITIES:**

**FC:** 14

AQ Code:S10

**PLAN CENTER:**

IPD:

**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 reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

- Aramingo Avenue at Orthodox Street
- Aramingo Avenue at Margaret Street
- Aramingo/Harbison Avenues at Tacony Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Tacony Street/Wakeling Street
- Harbison Avenue at Bridge Street
- Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. 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. 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.

The estimated construction funding (\$41 Million) is located in the Long-range Plan which begins in FY33.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP			1,013									
ROW	581			113									
UTL	NHPP					5,373							
UTL	581					597							
CON	NHPP												
CON	185												

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

	0	0	1,126	0	5,970	0	0	0	0	0	0	0	0
Total FY2021-2024			1,126		Total FY2025-2028		5,970		Total FY2029-2032			0	

**MPMS# 88085** *Byberry Road Bridge Replacement*

**LIMITS** Byberry Road over CSX Rail Line

Est Let Date: 5/21/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	STU	100											
ROW	185	25											
CON	185	1,277											
CON	185		2,277										
CON	185			3,277									
CON	185				6,000								
		1,402	2,277	3,277	6,000	0	0	0	0	0	0	0	0
Total FY2021-2024				12,956		Total FY2025-2028		0		Total FY2029-2032		0	

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## 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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	NHPP	2,713											
CON	TOLL												
CON	TOLL												
CON	NHPP		2,712										
CON	TOLL												
CON	NHPP			2,712									
CON	NHPP				2,713								
CON	TOLL												
CON	TOLL												
CON	STU					950							
CON	STU						950						
CON	TOLL												
CON	STU							145					
CON	TOLL												
CON	STP							805					
CON	STU								950				
CON	TOLL												
		2,713	2,712	2,712	2,713	950	950	950	950	0	0	0	0
		Total FY2021-2024		10,850		Total FY2025-2028		3,800		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 92147 *Broad St over Loading Dock (Bridge)*

LIMITS North of Callohill Road to Noble Street on Broad Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES:

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

SD bridge breakout project from MPMS #88706.

Broad Street o/ Reading RR

Bridge Replacement

City of Philadelphia

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	STP*	145											
CON	TOLL												
CON	STU*	1,453											
CON	STU*		7,402										
CON	TOLL												
CON	TOLL												
CON	STU*			2,000									
CON	TOLL												
CON	STU*				1,000								
		1,598	7,402	2,000	1,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		12,000		Total FY2025-2028				Total FY2029-2032			
								0				0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 92554** *Ridge Ave Over Amtrak (Bridge)*

**LIMITS** 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/15/2023

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	STP	1,188											
FD	185	297											
ROW	STP		617										
ROW	185		154										
UTL	STP		761										
UTL	185		190										
CON	STP					7,281							
CON	185					1,820							
		1,485	1,722	0	0	0	9,101	0	0	0	0	0	0
		Total FY2021-2024		3,207		Total FY2025-2028		9,101		Total FY2029-2032		0	

**MPMS# 92809** *Roosevelt Blvd Exit (Bridge)*

**LIMITS** Roosevelt Boulevard exit at PA 611/Broad Street

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. poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP	48											
ROW	185	12											
UTL	NHPP	239											
UTL	185	60											
CON	NHPP	3,395											
CON	185	849											
		4,603	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,603		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## 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.

Additional corridors may be added as funding allows and as new priorities are identified.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ		1,000										
		0	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS 59th Street over AMTRAK

Est Let Date: 4/28/2022

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 replacement of 59th Street over AMTRAK in the City of Philadelphia.

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	800											
FD	LOC	200											
UTL	183				2,828								
UTL	LOC				707								
UTL	183					2,828							
UTL	LOC					707							
CON	STP									11,843			
CON	STU									12,520			
CON	183									4,568			
CON	LOC									1,523			
		1,000	0	0	3,535	3,535	0	0	0	0	30,454	0	0
		Total FY2021-2024		4,535		Total FY2025-2028		3,535		Total FY2029-2032		30,454	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98230 Tabor Road over Tacony Creek (Bridge)

LIMITS Tabor Road over Tacony Creek

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.

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	STP		437										
UTL	LOC		109										
CON	STU		3,496										
CON	183		655										
CON	LOC		218										
CON	STP			496									
CON	183			93									
CON	LOC			31									
CON	STP				3,000								
CON	183				562								
CON	LOC				187								
		0	4,915	620	3,749	0	0	0	0	0	0	0	0
		Total FY2021-2024		9,284		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102134** *Henry Ave Corridor Safety Improvements, Phase 2*

**LIMITS** Henry Ave. from Abbotsford Avenue to Hermit Lane

Est Let Date: 2/15/2021

**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. Improvements will include: "hand/man" pedestrian signals at all locations; installing centerline rumble strips at all painted median locations where appropriate; performing selective tree removal where appropriate based on crash cluster information and will consider removing all trees from curbed median areas; installing reflective pavement markers to better delineate the travel lanes along the median and in between lanes; and installing enhanced signage. Many of the improvements to this corridor will not only improve safety and potentially reduce crashes but will also address congestion.

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.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP	897											
CON	TOLL												
CON	HSIP	2,551											
CON	TOLL												
CON	HSIP		2,551										
		3,448	2,551	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,999		Total FY2025-2028		0		Total FY2029-2032		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 103563** **I-95: Delaware Avenue Extension (BS5)**

**LIMITS** N. Delaware Ave. Extension from Buckius St. to Tacony St.

Est Let Date: 10/20/2022

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	NHPP	3,819											
ROW	581	424											
ROW	NHPP		3,819										
ROW	581		424										
UTL	TOLL												
UTL	NHPP			2,628									
UTL	TOLL												
UTL	NHPP				3,000								
CON	NHPP					8,291							
CON	581					2,073							
CON	NHPP						10,914						
CON	581						2,728						
CON	NHPP							10,914					
CON	581							2,728					
CON	NHPP								10,914				
CON	581								2,728				
CON	NHPP									10,914			
CON	581									2,728			
CON	NHPP										10,914		

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

CON	581										2,728	
CON	NHPP											13,537
CON	581											3,383
		4,243	4,243	2,628	3,000	0	10,364	13,642	13,642	13,642	13,642	16,920
		Total FY2021-2024		14,114		Total FY2025-2028		37,648		Total FY2029-2032		57,846

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STP	347											
PE	581	86											
PE	STP		347										
PE	581		86										
FD	STU			783									
FD	581			196									
ROW	TOLL												
ROW	STP				35								
CON	581												6,511
		433	433	979	35	0	0	0	0	0	0	0	6,511
		Total FY2021-2024		1,880		Total FY2025-2028		0		Total FY2029-2032		6,511	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 105488 Citywide Resurfacing 105

LIMITS City of Philadelphia

Est Let Date: 1/15/2020

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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	STU*	1,000											
CON	STU*		234										
CON	TOLL												
		1,000	234	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,234		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

LIMITS I-676 Interchange to south of Washington Ave

Est Let Date: 6/10/2021

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
UTL	NHPP	1,061											
CON	SPK-STP	4,500											
CON	NHPP	5,000											
CON	SPK-STP		3,000										
CON	SPK-STP		14,000										
CON	PRIV		20,000										
CON	PRIV		21,000										
CON	PRIV		4,000										
CON	LOC		60,000										
CON	STU			5,000									
CON	SPK-STP			20,000									
CON	CAQ				17,000								
CON	SPK-STP				20,000								
CON	STU				2,000								
CON	SPK-STP					10,000							
CON	STU					9,903							
CON	STP						3,936						
CON	STU						7,967						
CON	SPK-STP						10,000						
		10,561	122,000	25,000	39,000	19,903	21,903	0	0	0	0	0	0
		Total FY2021-2024		196,561		Total FY2025-2028		41,806		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 106708 I-95 Planning Assistance

LIMITS I-95 Corridor Philadelphia

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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 FY2021-2024		400		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 106993** *Frankford Ave Signal Improvements*

**LIMITS** Girard Avenue to Knights Road

Est Let Date: 6/18/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD: 28

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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 FY2021-2024		1,607		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 107183** *Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP)*

**LIMITS** Stephen Girard Elementary School and Southwark School

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU	950											
		950	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		950		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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:A2

**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 15 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 18 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. Parkside Avenue: 52nd - Girard
2. 11st Street: Bainbridge - Reed; Reed Street: 11th-10th
3. Civic Center Boulevard: Convention - Health Sciences Dr
4. 30th Street: Market - Chestnut
5. N 33rd Street: Girard - Oxford
6. South Street Bridge
7. N 34th Street: Bridge over Amtrak - Zoo Trail
8. 13th Street: South to Chestnut, Filbert to Buttonwood; 10th Street: Filbert to Chestnut, Sansom to Locust, Callowhill to Vine
9. Walnut Street: 23rd to 63rd
10. Passyunk Ave: 61st - Oregon; Oregon/Vare: Passyunk to 22nd
11. Rhawn: Rowland - Lexington; Rowland: Rhawn - Ryan
12. 22nd Street: Race - Spring Garden
13. 2nd Street: Spring Garden - Race
14. Florist Street: 2nd - 4th
15. Race Street: 5th - 2nd
16. 5th Street: Spring Garden - Callowhill, Race - Market; 6th Street: Spring Garden - Market; Arch Street: 5th - 6th
17. Grays Ferry Ave: Fed Ex Dr - Washington
18. Walnut Lane: Magdalena - Johnson

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU	300											
CON	TAP		250										
		300	250	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		550		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 107631 Navy Yard Contra Flow Loop Shuttle

LIMITS AT&T station and Navy Yard station Philadelphia

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/R.Gallagher

CMP: Not SOV Capacity Adding

This project will increase shuttle service between the Navy Yard and AT&T Station to 11 minute headways by adding a second loop shuttle for service throughout the day.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TOLL										
CON	CAQ	416									
		416	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		416		Total FY2025-2028		0		Total FY2029-2032	
										0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS City of Philadelphia

Est Let Date: 10/20/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD: 25

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

Roadway surface conditions along the project's street sections have deteriorated over time due to traffic, weather conditions, and utility excavations. As such, 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. 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.

Streets included in this resurfacing package include:

Minerva Street (G184) from Umbria Street to Shawmont Avenue  
 Morris Street (G012) from Front Street to 34th Street  
 Race Street (G010) from Benjamin Franklin Parkway to Broad Street  
 Race Street (G010) from 6th Street to 2nd Street  
 Red Lion Road (G164) from Verree Road to Roosevelt Boulevard  
 Shawmont Avenue (G184) from Minerva Street to Ridge Avenue  
 Tasker Street (G014) from Front Street to 34th Street  
 Umbria Street (G184) from Leverington Avenue to Minerva Street  
 Washington Avenue (G016) from Grays Ferry Avenue to Delaware Avenue

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	1,600											
CON	LOC	400											
CON	STU		1,627										
CON	LOC		406										
CON	STU			2,654									
CON	LOC			662									
CON	STU				3,000								
CON	LOC				750								
CON	STU					1,097							
CON	LOC					274							
CON	STU						903						
CON	LOC						225						
CON	STU							3,000					
CON	LOC							750					
		2,000	2,033	3,316	3,750	1,371	1,128	3,750	0	0	0	0	0
		Total FY2021-2024		11,099		Total FY2025-2028		6,249		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108095 Citywide Resurfacing 108

LIMITS City of Philadelphia

Est Let Date: 7/23/2020

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP	800											
CON	LOC	200											
CON	STU		820										
CON	LOC		205										
CON	STP			1,600									
CON	LOC			400									
CON	STP				4,769								
CON	LOC				1,192								
CON	STU					3,471							
CON	LOC					867							
		1,000	1,025	2,000	5,961	4,338	0	0	0	0	0	0	0
		Total FY2021-2024			9,986	Total FY2025-2028			4,338	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS City of Philadelphia

Est Let Date: 11/5/2020

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU		2,272										
CON	LOC		568										
CON	STU			1,822									
CON	LOC			455									
CON	STU				2,272								
CON	LOC				568								
CON	STU					450							
CON	LOC					112							
		0	2,840	2,277	2,840	562	0	0	0	0	0	0	0
		Total FY2021-2024		7,957		Total FY2025-2028		562		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108098 Citywide ADA Ramps 2

LIMITS City of Philadelphia

Est Let Date: 3/30/2020

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

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	<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>	<u>FY2031</u>	<u>FY2032</u>
FD	TOLL												
FD	STU	75											
CON	STP	2,214											
CON	LOC	553											
CON	STU		214										
CON	LOC		53										
CON	STU			2,000									
CON	LOC			500									
		2,842	267	2,500	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,609		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS Falls Road Bridge

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

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible structure.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	518											
FD	LOC	129											
FD	183		500										
FD	LOC		125										
UTL	183					48							
UTL	LOC					12							
CON	STP									6,875			
CON	STU									2,801			
CON	183									1,814			
CON	LOC									604			
CON	STP										9,676		
CON	183										1,814		
CON	LOC										604		
		647	625	0	0	60	0	0	0	12,094	12,094	0	0
		Total FY2021-2024		1,272		Total FY2025-2028		60		Total FY2029-2032		24,188	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS MLK Drive

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.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	183	1,273											
FD	LOC	318											
UTL	183		44										
UTL	LOC		11										
CON	STU		1,600										
CON	183		300										
CON	LOC		100										
CON	STU			2,490									
CON	183			467									
CON	LOC			156									
CON	STU				3,200								
CON	183				600								
CON	LOC				200								
CON	STU					3,200							
CON	183					600							
CON	LOC					200							
		1,591	2,055	3,113	4,000	4,000	0	0	0	0	0	0	0
		Total FY2021-2024		10,759		Total FY2025-2028		4,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 110314 30th Street Viaduct over 30th Street Lower (Bridge)

LIMITS Market Street and Walnut Street

Est Let Date: 2/15/2024

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	BOF	848											
PE	183	159											
PE	LOC	53											
PE	BOF		848										
PE	183		159										
PE	LOC		53										
FD	BOF		453										
FD	183		84										
FD	LOC		28										
FD	BOF			453									
FD	183			84									
FD	LOC			28									
UTL	BOF		44										
UTL	183		8										
UTL	LOC		2										
CON	BOF					5,951							
CON	183					1,115							
CON	LOC					371							
CON	BOF							5,951					
CON	183							1,115					
CON	LOC							371					
		1,060	1,679	565	0	0	7,437	7,437	0	0	0	0	0
		Total FY2021-2024		3,304		Total FY2025-2028		14,874		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 110415 Schuylkill Banks Christian to Crescent (TIGER)

LIMITS Christian Street to 34th Street

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

NHPP:

FC:

No Let Date

MRPID:97

AQ Code:A2

IPD: 19

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 to 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TIGER	12,000											
CON	CAQ	1,650											
CON	OTH	3,227											
CON	OTH	8,099											
CON	LOC	16,695											
		41,671	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		41,671		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110781** *Renewing Philadelphia's Historic Streets*

**LIMITS** Thomas Paine Place Philadelphia, PA

Est Let Date: 8/20/2020

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/J. Banks

**CMP:** Not SOV Capacity Adding

The project involves full restoration of and ADA improvements to Thomas Paine Place, a granite block paved street listed as part of the City's Historic Street Paving Thematic District and located in the Society Hill National Register District.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	532									
CON	TAU		468								
		532	468	0	0	0	0	0	0	0	0
Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 110782** *Historic Shawmont Station*

**LIMITS** Shawmont Avenue, Philadelphia

Est Let Date: 8/6/2020

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:M8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/D. Snyder

**CMP:** Not SOV Capacity Adding

The restoration of the Historic Shawmont Station will repair a nearly 200-year-old, nationally significant building, add interpretative signage, and improve public access and safety at this important site, while enhancing the Schuylkill River Trail.

2018 TA set aside regionally selected project, award amount \$1,000,000 - Line Item MPMS# 64984

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	1,000									
		1,000	0	0	0	0	0	0	0	0	0
Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110958** *Castor Avenue Roundabout*

**LIMITS** Castor Avenue (SR 1005) and Wyoming Avenue

Est Let Date: 2/27/2020

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
UTL	TOLL												
UTL	sHSIP	46											
CON	TOLL												
CON	sHSIP		500										
CON	TOLL												
CON	sHSIP			262									
		46	500	262	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>808</b>				<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 111062** *University Avenue and I-76 Off Ramp Intersection Safety Improvements*

**LIMITS** University Avenue at Ramp EX 41 76E/Civic Cen

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Not SOV Capacity Adding

This project involves intersection improvements including re-aligning the ramp coming off I-76 EB, pedestrian improvements, and upgrades to mast arms.

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	HSIP	2,162											
		2,162	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>2,162</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111194** *Castor Avenue Corridor Safety Improvements*

**LIMITS** Castor Ave from Comly to Rhawn Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5G

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

		TIP Program Years (\$ 000)																	
<u>Phase</u>	<u>Fund</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>	<u>FY2031</u>	<u>FY2032</u>						
FD	HSIP	195																	
CON	HSIP	1,804																	
		1,999	0	0	0	0	0	0	0	0	0	0	0						
		Total FY2021-2024				1,999				Total FY2025-2028				0	Total FY2029-2032				0

**MPMS# 111496** *Franklin Square Pedestrian Access Project*

**LIMITS** Race Street: 6th St. - 8th St.

Est Let Date: 8/20/2020

**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, 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	<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>	<u>FY2031</u>	<u>FY2032</u>						
CON	TAP		432																
		0	432	0	0	0	0	0	0	0	0	0	0						
		Total FY2021-2024				432				Total FY2025-2028				0	Total FY2029-2032				0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111500** *Manayunk Canal Lower Locks Preservation Project*

**LIMITS** Manayunk Lower Locks (69 and 70)

Est Let Date: 8/20/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		500										
CON	TAP			500									
		0	500	500	0	0	0	0	0	0	0	0	0
Total FY2021-2024				1,000		Total FY2025-2028			0	Total FY2029-2032			0

**MPMS# 111501** *Broad & Locust Modified Urban Intersection*

**LIMITS**

Est Let Date: 8/20/2020

**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 construction of a modified urban intersection at Broad and Locust Streets, replicating completed construction at Broad and Chestnut and Walnut Streets to improve ADA accessibility, safety, and the aesthetics of the public realm.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024				1,000		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111503** *North Broad Street - Vision Zero Priority Corridor*

**LIMITS** West Girard Avenue to Cecil B. Moore Avenue

Est Let Date: 8/6/2020

**IMPROVEMENT** Intersection/Interchange Improvements

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAU	300									
CON	TAP		350								
CON	TAP			350							
		300	350	350	0	0	0	0	0	0	0
		Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032	
										0	

**MPMS# 111505** *Mid-block Crossing in University City - Drexel University*

**LIMITS** 33rd and 32nd Streets

Est Let Date: 8/20/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP		500								
CON	TAP			500							
		0	500	500	0	0	0	0	0	0	0
		Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032	
										0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111506** *Blvd Pedestrian Safety & Direct Bus Improvements*

**LIMITS** Roosevelt Boulevard

Est Let Date: 8/20/2020

**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 six (6) sidewalk segments for needed pedestrian improvements and prepare sites for Direct Bus stations; construct northbound Direct Bus station at Broad Street/Roosevelt Boulevard; make sidewalk improvements on Broad Street to improve pedestrian safety to the Broad Street Line.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		500										
CON	TAP			500									
		0	500	500	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			1,000	Total FY2025-2028			0	Total FY2029-2032			0

**MPMS# 111507** *Cramp Elementary School Traffic Safety Improvements*

**LIMITS** Philadelphia's Fairhill Neighborhood

Est Let Date: 8/20/2020

**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): 5G, 14A

Funding will establish a school slow zone near Cramp Elementary through traffic safety improvements, bumpouts & upgraded ADA ramps, speed cushions, signage, and upgraded crosswalks.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032				
CON	TAP		400														
CON	TAP			595													
		0	400	595	0	0	0	0	0	0	0	0	0				
		Total FY2021-2024				995				Total FY2025-2028				0			
										Total FY2029-2032				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111508** *South Broad Street Sidepath, Phase 1*

**LIMITS** West side of South Broad Street, from Hartranft Street to the Navy Yard

Est Let Date: 8/20/2020

**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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP		500										
CON	TAP			497									
		0	500	497	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>997</b>				<b>Total FY2025-2028</b>				<b>0</b>			
										<b>Total FY2029-2032</b>			
										<b>0</b>			

**MPMS# 111509** *City Avenue Project - City Avenue Special Services District*

**LIMITS** 52nd Street to Lapsley Lane

Est Let Date: 8/20/2020

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	987											
		987	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>987</b>				<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>			
										<b>0</b>			

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 111510 *Frankford & Belgrade Improvements*

#### LIMITS

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/D. Snyder

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/6/2020

AQ Code:A2

IPD:

CMP Subcorridor(s): 4B

This project will fund improvements to the intersection of Frankford & Belgrade, including new traffic signals and pedestrian crosswalks, countdown timers, line striping, sidewalk repairs, and stormwater improvements.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	300									
		300	0	0	0	0	0	0	0	0	0
Total FY2021-2024		300		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 111511 *Riverfront Gateway Sidewalk Project*

LIMITS I-95 from Callowhill Street to Oregon Avenue

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/6/2020

AQ Code:A2

IPD:

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	TAP	500									
CON	TAP		500								
		500	500	0	0	0	0	0	0	0	0
Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111515** *Cherokee Street Bridge over Valley Green Road*

**LIMITS** Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/1/2022

**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 to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	sSTP	204											
FD	sSTP		136										
CON	sSTP			1,660									
		204	136	1,660	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			2,000	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 112500 Citywide Resurfacing 110

New-B

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/VLF/V. Fleysch

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)  
 North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)  
 North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)  
 61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)  
 70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)  
 Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)  
 Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)  
 Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)  
 North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)  
 Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)  
 Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)  
 Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)  
 G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)  
 Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)  
 Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)  
 Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)  
 Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)  
 Powelton Avenue (G020) Market Street to 31st Street (Collector)  
 Race Street (G010) from Broad Street to 8th Street (Minor Arterial)  
 Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)  
 Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)  
 South Street (G018) 27th Street to Broad Street (Minor Arterial)  
 Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)  
 Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	STP	255											
PE	LOC	64											
CON	STP												12,499
CON	STU												34,949
CON	LOC												11,748
		319	0	0	0	0	0	0	0	0	0	0	59,196
Total FY2021-2024		319				Total FY2025-2028				0			
										Total FY2029-2032			
										59,196			

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 112527** *Citywide ADA Ramps 3*

**New-B**

**LIMITS** City of Philadelphia

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S10

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/VLF/V. Fleysch

**CMP:** Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original 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 list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STP		490										
PE	LOC		122										
FD	STP			235									
FD	LOC			59									
CON	STP									4,301			
CON	LOC									1,075			
		0	612	294	0	0	0	0	0	5,376	0	0	0
<b>Total FY2021-2024</b>		<b>906</b>				<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>		
											<b>5,376</b>		

**MPMS# 114942** *SR 0001 Roosevelt Blvd IHSDM Study*

**New**

**LIMITS** Roosevelt Blvd, Philadelphia

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Ashwin Patel

**CMP:** Not Yet Determined

This Interactive Highway Safety Design Model (IHSDM) study will look at two sample sections, which are being selected as representative of Roosevelt Boulevard north end and south end of the Boulevard. These two selections have curves and high ADT intersections within them and do represent Roosevelt Boulevard as a whole. Due to the high estimate for an IHSDM study to be completed for an entire corridor it was decided to choose these sections as a first studies area. First area is F Street to Pratt Street. Second area is Grant Avenue to Red Lion Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
STUD	sHSIP	950											
		950	0	0	0	0	0	0	0	0	0	0	0
<b>Total FY2021-2024</b>		<b>950</b>				<b>Total FY2025-2028</b>				<b>0</b>	<b>Total FY2029-2032</b>		
											<b>0</b>		

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115430** *Broad Street Corridor Safety Improvements*

**New**

**LIMITS** Allegheny Avenue to the Roosevelt Boulevard

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

This project will implement the replacement of the two-way left-turn lane with raised concrete medians with pedestrian refuges.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	234											
FD	HSIP		58										
UTL	HSIP			50									
CON	HSIP			734									
		234	58	784	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,076		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 115431** *Verree Road Corridor Safety Improvements*

**New**

**LIMITS** Bloomfield Avenue to Red Lion Road

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5H, 12A

The proposed scope of this project include:

- Conversion of signals from pedestal-mounted to mast arm
- Addition of pedestrian countdown timers and pushbuttons
- Coordination of arterial signals
- Modification of left turn signal phasing at Welsh Road

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	161											
FD	HSIP		184										
CON	HSIP			1,386									
		161	184	1,386	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,731		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115433 *Welsh Road Corridor Safety Improvements*

New

LIMITS Alburger Avenue to Kismet Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2025M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A

The proposed scope of this project include:

- Road diet of Welsh Road from Alburger Avenue to Kismet Road
- Addition of exclusive left turn lane(s) (LTLs)
- Addition of pedestrian countdown timers at signalized intersections
- Coordination of arterial signals
- Installation of retroreflective backplates on signals

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	199											
FD	HSIP		96										
UTL	HSIP		32										
CON	HSIP			1,963									
		199	128	1,963	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,290		Total FY2025-2028			0	Total FY2029-2032			0



# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115434 Frankford Avenue Corridor Safety Improvements

New

LIMITS Oxford St to Convent Lane

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:

Convert signals from pedestal-mounted to mast arm

Add pedestrian countdown timers

Install retroreflective backplates

Upgrade signal cabinets

Coordinate arterial signals at the following intersections:

Berks St

Norris St

Susquehanna Ave

Dauphin St

Cumberland St

Huntingdon St

Somerset St

Cambria St

Orleans St

Ann St

Westmoreland St

Venango St

Glenwood Ave

Pike St

Torresdale Ave

Convert minor road stop control to all-way stop control at Palmer St

Install curb extensions

Install ADA ramps

Install intersection lighting over crossings

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	HSIP	368											
FD	HSIP			312									
CON	HSIP				3,126								
CON	HSIP					4,000							
		368	0	312	3,126	4,000	0	0	0	0	0	0	0
		Total FY2021-2024		3,806		Total FY2025-2028		4,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115435** **63rd Street Corridor Safety Improvements**

**New**

**LIMITS** 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:

- Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
- Upgrading signal equipment by replacing 8" signal heads with 12" signal heads, installing retroreflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
- Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
- Evaluating and updating vehicle and pedestrian clearance timings.
- Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP		604										
FD	HSIP			313									
ROW	HSIP			83									
CON	HSIP				1,932								
CON	HSIP					3,500							
		0	604	396	1,932	3,500	0	0	0	0	0	0	0
		Total FY2021-2024		2,932		Total FY2025-2028		3,500		Total FY2029-2032		0	

**MPMS# 115440** **Washington Lane Corridor Safety Improvements**

**New**

**LIMITS** Stenton Ave to Cheltenham Ave

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

The proposed scope of this project include:

- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers
- Coordination of signals
- Conversion of signals from pedestal to mast-arm
- Installation of curb bumpouts
- Installation of raised crosswalks and flashing beacons at the 76th Avenue/Briar Road intersection

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	300											
FD	HSIP			352									
CON	HSIP				2,000								
CON	HSIP					1,920							
		300	0	352	2,000	1,920	0	0	0	0	0	0	0
		Total FY2021-2024			2,652	Total FY2025-2028			1,920	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115442 Vine Street Corridor Safety Improvements

New

LIMITS 7th Street to Broad Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
- Install a curb protected bike lane in each the eastbound and westbound directions
- Remove on-street parking
- Update signal equipment where necessary

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	252											
FD	HSIP			108									
CON	HSIP					1,274							
		252	0	108	0	0	1,274	0	0	0	0	0	0
		Total FY2021-2024		360		Total FY2025-2028		1,274		Total FY2029-2032		0	

MPMS# 115444 Wyoming Avenue Corridor Safety Improvements

New

LIMITS Roosevelt Boulevard to Whitaker Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert signals from pedestal-mounted to mast arm
- Provide flashing beacons at unsignalized intersections

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	216											
FD	HSIP		104										
CON	HSIP			2,527									
		216	104	2,527	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,847		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115445 5th Street Corridor Safety Improvements

New

LIMITS Spring Garden Street to Hunting Park Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project include:

- Convert all signals from pedestal to mast arm from Spring Garden Street to Lycoming Street
- Install pedestrian countdown timer signal heads from Spring Garden Street to Lycoming Street

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	HSIP	393											
FD	HSIP			262									
CON	HSIP				1,500								
CON	HSIP					2,639							
		393	0	262	1,500	2,639	0	0	0	0	0	0	0
		Total FY2021-2024		2,155		Total FY2025-2028		2,639		Total FY2029-2032		0	

Total For Philadelphia	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$172,848	\$212,904	\$105,244	\$106,519	\$597,515	\$256,155	\$189,529

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 12842** **ADA Ramps 2020 Bucks and Montgomery Counties**

**LIMITS** Various Townships in Bucks and Montgomery Counties

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Fran Hanney

**CMP:** Not SOV Capacity Adding

This project will improve ADA facilities along several main roadways in Bensalem, Bristol, Falls Township, Morrisville, Lower Makefield, Lower Southampton, New Hope, and Northampton in Bucks County, and Abington, Horsham, Upper Dublin, and Upper Moreland in Montgomery County. These roadways include Bristol Pike, Lincoln Highway, Delmorr Avenue, River Road, Moreland Road, Bustleton Pike, Buck Road, State Road, Otter Street, Trenton Avenue, Oxford Valley Road, Swamp Road, and Lincoln Highway. A total of 496 ramps in this project area have been identified as having ADA barriers.

#### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	STU	1,978											
CON	TOLL												
CON	STU		5,978										
		1,978	5,978	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		7,956		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 12885** **ADA Ramps 2020 Chester and Montgomery Counties**

**LIMITS** Various Townships in Chester and Montgomery Counties

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Fran Hanney

**CMP:** Not SOV Capacity Adding

This project will improve ADA compliant curb ramps, signal appurtenances, and other miscellaneous sidewalk features for various state routes in Chester and Montgomery Counties, within the following municipalities: Atglen, Caln, Coatesville, Elverson, Downingtown, East Caln, East Nantmeal, North Coventry, Parkesburg, Phoenixville, Schuylkill, Upper Uwchlan, Uwchlan, West Nantmeal, and West Vincent in Chester County, and Souderton and Pottstown in Montgomery County. Signal upgrades may include new or relocated pedestrian pushbuttons, pedestrian signal heads, or signal poles. Other miscellaneous sidewalk improvements may include grading, seeding, signage installation, pavement striping and roadway adjustments. These roadways include Main Street & Anderson Avenue, Starr Street & Washington Avenue, Pottstown Pike, West Uwchlan Avenue, Hanover Street, Farmington Avenue & Hanover Street. A total of 252 ramps have been identified as having ADA barriers.

#### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	STU	2,031											
CON	TOLL												
CON	STU		2,000										
		2,031	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,031		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 16178 Construction Management Tasks

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Keith Dawson

CMP: Not SOV Capacity Adding

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

#### Agreement Management Functions

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

#### Accrued Unbilled Costs (AUC) Resolution

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents
- DBE and Trainee Tracking and Shortfall Resolution

#### Project Startup Assistance

- Provision of CM Support Services until project-specific work orders have been executed
- Attendance at Pre-Bid and Pre-Construction meetings
- Review of project plans, specifications, and schedule submissions
- Completion of Constructability Reviews

#### PennDOT Project Collaboration Center (PPCC)

- Management of project setups
- Delivery of user training and support
- Preservation of District 6 submittal types and workflows

#### Curb Ramp Verification

- Verification of the "as built" conditions of curb ramps
- Documentation of these conditions for conformance with ADA requirements
- Submission of electronic forms to PennDOT's Central Archive.

#### Construction Documentation Services Support

- Assistance with RTKL processes
- Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	581	300											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			300	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	581							1,040					
		0	0	0	0	0	0	1,040	0	0	0	0	0
Total FY2021-2024		0				Total FY2025-2028				Total FY2029-2032			
		0				1,040				0			

**MPMS# 17928** *Air Quality Action Supplemental Services*

**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 supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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 FY2021-2024		250				Total FY2025-2028				Total FY2029-2032			
						0				0			

# DVRPC FY2021-2024 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)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$3,800,000 (\$6,000,000 CMAQ/ \$2,200,000 Matching funds)  
2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)  
3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)  
4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ  
5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)  
6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ  
7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ  
8) MPMS #114114 - Traffic Flow Improvements - Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)  
9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)



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## Pennsylvania - Highway Program (Status: TIP)

### Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)  
 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000  
 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)  
 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ	5,350											
CON	CAQ		9,333										
CON	CAQ			9,333									
CON	CAQ				9,334								
		5,350	9,333	9,333	9,334	0	0	0	0	0	0	0	0
		Total FY2021-2024		33,350		Total FY2025-2028		0		Total FY2029-2032		0	

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STU	350											
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		700		Total FY2025-2028		0		Total FY2029-2032		0	

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Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 51095 ITS Program Integrator

### LIMITS

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

NHPP:

FC:

No Let Date

MRPID:236

AQ Code:S7

IPD:

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	STP	400											
PRA	581	100											
PRA	STP		400										
PRA	581		100										
PRA	STP			400									
PRA	581			100									
PRA	STP				400								
PRA	581				100								
		500	500	500	500	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,000		Total FY2025-2028				Total FY2029-2032			
								0					0

# DVRPC FY2021-2024 TIP for PA

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## 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:

MPMS #111167 - 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

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - 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 Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

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Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP	1,133											
CON	HSIP		309										
CON	HSIP			69									
CON	HSIP				628								
CON	HSIP					787							
CON	HSIP						12,155						
CON	HSIP							17,955					
CON	HSIP								17,955				
CON	HSIP									17,955			
CON	HSIP										17,955		
CON	HSIP											17,955	
CON	HSIP												17,955
		1,133	309	69	628	787	12,155	17,955	17,955	17,955	17,955	17,955	17,955
		Total FY2021-2024		2,139		Total FY2025-2028		48,852		Total FY2029-2032		71,820	

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	CAQ	300											
PE	CAQ		300										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		600		Total FY2025-2028		0		Total FY2029-2032		0	

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## 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	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	STU		1,200										
PE	LOC		300										
		0	1,500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,500		Total FY2025-2028		0		Total FY2029-2032		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 64984 *Transportation Alternatives - Urban (TAU) 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 #110773 - \$995,000  
 Bucks – Iron Work Creek Sidewalk – MPMS #110774 – \$894,000  
 Chester – Kennett Area Safer Active Transportation Routes – MPMS #110775 - \$915,000  
 Chester – Paoli Trail, Segment A – MPMS #110776 - \$483,000  
 Delaware – Pennsy Trail – Phase II Improvements – MPMS #110777 - \$1,163,000  
 Montgomery – Jenkintown to Pennypack Trail – MPMS #110778 - \$715,000  
 Montgomery – Parkside Cynwyd Trail Extension – MPMS #110779 - \$534,000  
 Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #110780 - \$300,000  
 Philadelphia – Renewing Philadelphia's Historic Streets – MPMS #110781 - \$1,000,000  
 Philadelphia – Restoration of Historic Shawmont Station – MPMS #110782 - \$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 FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU		3,464										
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											3,931	
CON	TAU												3,931
		0	3,464	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,932	3,931	3,931
		Total FY2021-2024		11,328		Total FY2025-2028		15,728		Total FY2029-2032		15,726	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

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 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
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 FY2021-2024			68,332	Total FY2025-2028			68,332	Total FY2029-2032			68,332



# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	STU	552											
PE	581	138											
PE	STU		552										
PE	581		138										
		690	690	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,380		Total FY2025-2028		0		Total FY2029-2032		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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	CAQ	184											
PE	581	46											
PE	CAQ		184										
PE	581		46										
		230	230	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		460		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	STU	444											
PRA	581	111											
PRA	STU		444										
PRA	581		111										
		555	555	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,110		Total FY2025-2028		0		Total FY2029-2032		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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	581	1,500											
PRA	581		1,500										
PRA	581			500									
		1,500	1,500	500	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			3,500	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	581	1,500												
PRA	581		1,500											
PRA	581			500										
		1,500	1,500	500	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			3,500	Total FY2025-2028				0	Total FY2029-2032			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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP						267						
CON	STP									538			
		0	0	0	0	0	267	0	0	538	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			267	Total FY2029-2032			538

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	BOF		1,180										
CON	185												
CON	185												
CON	BOF												
CON	BOF					48							
CON	185					616							
CON	BOF								4,731				
CON	BOF									9,231			
CON	185									101			
CON	BOF										9,231		
CON	BOF											9,231	
CON	BOF												9,231
		0	1,180	0	0	664	0	0	4,731	9,332	9,231	9,231	9,231
Total FY2021-2024				1,180		Total FY2025-2028		5,395		Total FY2029-2032		37,025	

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU												
CON	STU												
CON	STU				928								
CON	STU							475					
		0	0	0	928	0	0	475	0	0	0	0	0
Total FY2021-2024					928	Total FY2025-2028		475		Total FY2029-2032		0	

# DVRPC FY2021-2024 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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	581	24											
CON	581		7										
CON	581												
		24	7	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			31	Total FY2025-2028			0	Total FY2029-2032			0

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STP		2,000										
CON	581		500										
		0	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,500		Total FY2025-2028		0		Total FY2029-2032		0	

## Pennsylvania - Highway Program (Status: TIP)

## Various

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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	CAQ	3,236											
CON	CAQ		5,624										
CON	CAQ			16,698									
CON	CAQ				10,547								
CON	CAQ					36,881							
CON	CAQ						30,431						
CON	CAQ							36,881					
CON	CAQ								36,881				
CON	CAQ									36,881			
CON	CAQ										36,881		
CON	CAQ											36,881	
CON	CAQ												36,881
		3,236	5,624	16,698	10,547	36,881	30,431	36,881	36,881	36,881	36,881	36,881	36,881
		Total FY2021-2024			36,105	Total FY2025-2028			141,074	Total FY2029-2032			147,524

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
PRA	CAQ	350												
PRA	CAQ			350										
		350	0	350	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024			700	Total FY2025-2028				0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

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>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>	<u>FY2031</u>	<u>FY2032</u>
PRA	TOLL												
PRA	STU	454											
PRA	TOLL												
PRA	STU		454										
		454	454	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		908		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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:** Minor SOV Capacity

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP	912											
CON	STU	2,713											
CON	TOLL												
CON	NHPP		913										
CON	STU		2,712										
CON	TOLL												
CON	NHPP			913									
CON	STU			2,712									
CON	TOLL												
CON	NHPP				912								
CON	STU				2,713								
		3,625	3,625	3,625	3,625	0	0	0	0	0	0	0	0
		Total FY2021-2024		14,500		Total FY2025-2028				Total FY2029-2032			
								0					0



# DVRPC FY2021-2024 TIP for PA

Final Version

## 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.

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## 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 Darby 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183		6,992										
CON	LOC		1,748										
CON	183				2,054								
CON	LOC				513								
CON	183					5,280							
CON	LOC					1,320							
CON	183						11,130						
CON	LOC						2,782						
CON	183							7,845					
CON	LOC							1,961					
CON	183									4,763			
CON	LOC									1,190			
		0	8,740	0	2,567	6,600	13,912	9,806	0	5,953	0	0	0
		Total FY2021-2024		11,307		Total FY2025-2028		30,318		Total FY2029-2032		5,953	

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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>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>	<u>FY2031</u>	<u>FY2032</u>
PRA	TOLL												
PRA	STU	120											
PRA	TOLL												
PRA	STU		120										
		120	120	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		240		Total FY2025-2028		0		Total FY2029-2032		0	

## 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.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) 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.

## Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

## Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

## Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

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 #6 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 - COMPLETED;

(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

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## Pennsylvania - Highway Program (Status: TIP)

### Various

(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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	183		3,240										
CON	LOC		810										
CON	183			3,310									
CON	LOC			827									
CON	183				2,123								
CON	LOC				530								
CON	183					2,828							
CON	LOC					707							
		0	4,050	4,137	2,653	3,535	0	0	0	0	0	0	0
		Total FY2021-2024		10,840		Total FY2025-2028		3,535		Total FY2029-2032		0	

MPMS# 102106 *Poor Condition 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 poor condition bridges that have been identified in the DVRPC region.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185							375					
CON	BOF								1,500				
CON	BOF								3,000				
CON	185								750				
CON	185								375				
		0	0	0	0	0	0	375	5,625	0	0	0	0
		Total FY2021-2024		0		Total FY2025-2028		6,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185				1,000					2,000			
CON	185												
		0	0	0	1,000	0	0	0	0	2,000	0	0	0
Total FY2021-2024					1,000	Total FY2025-2028			0	Total FY2029-2032			2,000

**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 Yet Determined

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581			304									
PE	581							46					
PE	581												650
		0	0	304	0	0	0	46	0	0	0	0	650
Total FY2021-2024					304	Total FY2025-2028			46	Total FY2029-2032			650

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102320** *District Wide Bridge Rehab Group P*

**LIMITS** Districtwide

Est Let Date: 2/13/2020

**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 poor condition 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	1,819											
CON	185		3,060										
CON	185			3,000									
		1,819	3,060	3,000	0	0	0	0	0	0	0	0	0
Total FY2021-2024				7,879		Total FY2025-2028			0	Total FY2029-2032			0

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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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	CAQ										
		0	1,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,000		Total FY2025-2028		0		Total FY2029-2032	
										0	



# DVRPC FY2021-2024 TIP for PA

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## 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>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>	<u>FY2031</u>	<u>FY2032</u>
PRA	TOLL												
PRA	STU	145											
PRA	TOLL												
PRA	STU		145										
		145	145	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024			290	Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 105291 *The Circuit Line Item*

#### LIMITS

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: L. Guarini

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:97

AQ Code:A2

IPD: 23

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	CAQ		2,500										
CON	CAQ			2,500									
		0	2,500	2,500	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		5,000		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	581		249										
CON	581			501									
		0	249	501	0	0	0	0	0	0	0	0	0
Total FY2021-2024				750		Total FY2025-2028			0	Total FY2029-2032			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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	581		750										
CON	581			750									
		0	750	750	0	0	0	0	0	0	0	0	0
Total FY2021-2024				1,500		Total FY2025-2028			0	Total FY2029-2032			0

# DVRPC FY2021-2024 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	581	500											
		0	500	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		500				Total FY2025-2028				Total FY2029-2032			
		500				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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	NHPP	250											
PRA	TOLL												
PRA	TOLL												
PRA	NHPP	250											
		250	250	0	0	0	0	0	0	0	0	0	0
Total FY2021-2024		500				Total FY2025-2028				Total FY2029-2032			
		500				0				0			

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 109847 ROW Divestment 6-0

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	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	581		922										
PE	581			1,678									
		0	922	1,678	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,600		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 109848 LED Lighting Conversion 6-0

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581			984									
		0	0	984	0	0	0	0	0	0	0	0	0
Total FY2021-2024				984		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	NHPP	192											
PRA	581	48											
PRA	NHPP		192										
PRA	581		48										
		240	240	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		480		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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.

#### University City District TMA

Serving University City area between the borders of the Schuylkill River, 50th Street, Spring Garden Street, and Woodland Avenue.

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PRA	CAQ	588											
PRA	LOC	148											
PRA	CAQ		588										
PRA	LOC		148										
		<b>736</b>	<b>736</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>1,472</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 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.

The DVRPC Comptroller will establish a "Sub-Account" charging number in the DVRPC UPWP totaling \$50,000 so that the non-CMAQ eligible administrative tasks can be charged to that specific charge code. The funding for this project will break down as follows: \$201,000 CMAQ which will be toll credit matched, \$34,000 State 581 which will be a state contribution to the project, and \$16,000 in DVRPC Local funds. This arrangement will require PennDOT to develop two new WBS elements for FY21. The first new WBS element will be to address the CMAQ funds while the second WBS element will address the state contribution and DVRPC Local Funds.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	TOLL												
PRA	CAQ	201											
PRA	581	34											
PRA	LOC	16											
PRA	TOLL												
PRA	CAQ		201										
PRA	581		34										
PRA	LOC		16										
		251	251	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		502		Total FY2025-2028		0		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 110494** *Regional Traffic Management Center (RTMC) General Contract*

**LIMITS** PennDOT District 6-0

Est Let Date: 9/12/2019

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

MRPID:236

**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.

The total cost estimate for this project is \$47,400,000. However, FHWA has indicated that federal funds are eligible on the RTMC but not for the parking structure as it will not be open to the public. As a result of this decision, PennDOT will be using \$35,600,000 for the RTMC and \$11,800,000 of Department of General Services (DGS) state funding for the parking structure.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	STU	13,610											
CON	STP	3,311											
CON	CAQ	8,000											
CON	OTH-S	11,800											
CON	STU		4,083										
CON	STU			9,218									
CON	STU				9,930								
		<b>36,721</b>	<b>4,083</b>	<b>9,218</b>	<b>9,930</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>59,952</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 110660 **Bridge Group V**

LIMITS Bucks and Montgomery Counties

Est Let Date: 4/23/2020

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haycock Township; Richland Township; Upper Hanover 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	185	1,000											
CON	185		3,000										
CON	185			500									
		1,000	3,000	500	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		4,500		Total FY2025-2028		0		Total FY2029-2032		0	

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: Jackie Koons-Fellon

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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 FY2021-2024		2,658		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113257 Outdoor Advertising Control

LIMITS Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ROW/B. Dicianno

CMP: Not SOV Capacity Adding

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2020. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

Bucks County – 300 signs  
 Chester County – 150 signs  
 Delaware County – 150 signs  
 Montgomery County – 150 signs  
 City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
PRA	STU	300											
PRA	TOLL												
PRA	TOLL												
PRA	STU		300										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		600		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 114939 *Regional TDM Program*

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

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region, in a coordinated, cost-effective, and environmentally-positive way. It centers on the strategies that more efficiently distribute travel demand across all modes, and especially reduce single-occupant vehicle (SOV) travel. An important element of TDM is providing public education and outreach to commuters, employers, residents and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Traditional TDM strategies include public transportation and biking/walking incentives, forming car and van pools - often facilitated by robust park-and-ride lot options - as well as encouraging adding flextime and compressed work weeks, telework plans, and emergency ride home programs into an employer's benefits package.

The time is right for a fresh approach to TDM in the DVRPC region. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use like Waze and Google Maps are themselves a form of TDM, enabling a more efficient use of transportation networks but not reducing SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms - "mobility as a service (MaaS)." These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives and Transportation Control Measures (TCM), such as variable road pricing, trip-reduction ordinances, and transit benefit ordinance requirements. All of these conditions warrant a fresh consideration of which TDM or TCM strategies can work most effectively in the greater Philadelphia region.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there has not been, to date, a formal, coordinated TDM program for the full DVRPC service region. This new coordinated program of projects and activities will help DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to reduce congestion and improve air quality. In coordination with the development of the Commission's 2050 Long-Range Plan, new regional TDM direction and efforts will allow for a broad and strategic approach to TDM in the region, which differs from the mostly ad hoc and service area-based approach used now.

A performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio.

CMAQ-funded activities carried out through this program are eligible under FHWA's 2013 CMAQ Guidance VII.F.5. Transportation Control Measures; VII.F.8. Travel Demand Management; and VII.F.9. Public Education and Outreach Activities. Additional Innovative Projects, to be determined, may also be eligible for the use of CMAQ funding under section VII.F.16.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ	200											
PRA	581	50											
PRA	CAQ		200										
PRA	581		50										
		250	250	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		500		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 114949 Replacement of Antiquated Permanent DMS

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F. Jan

CMP: Not SOV Capacity Adding

Replacement of antiquated DMS on highly congested arterials due to reaching the expected life of the signs or due to manufacturer no longer supporting the signs for repairs. Devices have aged and provide continuous maintenance issues. For example the manufacturer is no longer supporting these signs or providing spare parts that can only be fixed by replacement.

Project locations:

- 1)US 1 at 2nd Street
- 2)US 1 SB north of E. Maple Ave/PA 213
- 3)US 1 NB north of Trenton Rd.
- 4)PA 23 EB at Williams Street
- 5)Fayette St SB before PA 23
- 6)PA 23 EB before Hollow Rd
- 7)US 202 SB before Schoolhouse Rd
- 8)US 202 SB before Pebble Hill Rd
- 9)PA 291 EB at the bottom of the Platt Bridge
- 10)PA 309 SB before Five Points
- 11)PA 611 NB at Easton Rd
- 12)PA 611 SB at Limekiln Rd
- 13)US 202 Parkway NB before Knapp Rd
- 14)US 202 Parkway NB south of PA 463
- 15)US 202 Parkway SB south of PA 152

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	STU	1,035											
CON	sSTP	535											
CON	TOLL												
CON	sSTP		500										
		<b>1,570</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>		<b>2,070</b>		<b>Total FY2025-2028</b>		<b>0</b>		<b>Total FY2029-2032</b>		<b>0</b>	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 114960 I-476 Ramp Meter Upgrade

New

LIMITS I-476 in Delaware and Montgomery Counties

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/F. Jan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2B, 2C, 2D

PennDOT District 6-0 is planning to replace the existing controller assemblies at 15 ramp meter locations along I-476 with new Advanced Transportation Controllers (ATC) that have a direct connection to Ethernet communication that feeds into PennDOTs Traffic Management Center (TMC). Furthermore, the ramp meters will be integrated into the statewide unified command and control software. PennDOT has already procured the ramp meter module and will be capable of integrating it into the ATMS software. The upgrade would allow for system wide traffic management plans rather than just local traffic responsive plans. The upgrade will allow the district to advance the active traffic management strategy further by implementing the system wide traffic demand management during the construction of a flex lanes on I-476.

The Ramp Meter locations are:

1. MacDade Boulevard on-ramp to I-476 North in Ridley Township
2. Baltimore Pike on-ramp to I-476 North in Nether Providence Township
3. Baltimore Pike on-ramp to I-476 South in Nether Providence Township
4. U.S. Route 1 on-ramp to I-476 South in Marple Township
5. U.S. Route 1 on-ramp to I-476 North
6. West Chester Pike EB to 476 South
7. West Chester Pike WB to 476 South
8. West Chester Pike WB to 476 North (Currently Inactive)
9. Route 30 to I-476 South
10. Route 30 to I-476 North
11. Ridge Pike EB to I-476 South
12. Ridge Pike EB to I-476 North
13. Ridge Pike WB to I-476 South
14. Chemical Road to I-476 South
15. Germantown Pike to I-476 South (Currently Inactive)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	STU	465											
CON	sSTP	265											
CON	TOLL												
CON	sSTP		200										
		730	200	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		930		Total FY2025-2028		0		Total FY2029-2032		0	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 114967** *Transportation Operations*

**LIMITS** Regionwide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Jim Mosca

**CMP:** Not SOV Capacity Adding

Goals: Promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding.

Description: Federal metropolitan planning regulations require incorporating transportation operations into the transportation planning process. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (21-41-060) highlight key activities undertaken by these programs which were re-organized for FY 2021 to make sure that all the associated tasks were eligible for the appropriate federal funding sources assigned to each. This required the movement of some tasks from one program to another. The overall project budget for the Transportation Systems Management and Operations Project went down considerably while the Transportation Operations Program Area budget went up significantly. Overall, between both projects, there was a slight decrease in funding while still providing the on-going level of effort from previous fiscal years.

The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. As transportation operations activities tend to be short-term oriented, tasks listed under technical assistance are likely to change as new needs arise.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include Post-Incident debriefings, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management Project). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2021 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be

## Pennsylvania - Highway Program (Status: TIP)

### Various

supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2021, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and or services.

#### Tasks:

##### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins.
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies. 1

2. Provide technical support, including mapping services, GIS, and other assistance as requested.

##### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional



## Pennsylvania - Highway Program (Status: TIP)

### Various

basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.

2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

#### Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

#### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Coordinate with PennDOT District 6-0 Traffic Operations, and assist them with maintaining their Regional Operations Plan (ROP)
4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOT's Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.
7. Perform other activities as requested by NJDOT, PennDOT, operating agencies, or other member governments.

#### Products:

##### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

##### Incident Management Task Force Products

1. Incident management task force training session's agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols

## Pennsylvania - Highway Program (Status: TIP)

**Various**

to reduce traffic delay.

4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

## Traffic Signal Optimization Products

1. MOUs, Concept of Operations, memorandums, and final reports, developed for both the Pennsylvania and New Jersey Regional Signal Retiming Initiative Programs.

## TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.
4. Technical assistance to agencies.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	CAQ	208											
PRA	581	52											
PRA	CAQ		208										
PRA	581		52										
		260	260	0	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		520		Total FY2025-2028		0		Total FY2029-2032		0	

**MPMS# 115416**    **2020 Districtwide High Friction Surface Treatment**

**New**

**LIMITS**    Regionwide

No Let Date

**IMPROVEMENT**    Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:**    Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	HSIP			2,499									
		0	0	2,499	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		2,499		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 115417 2021 Districtwide High Friction Surface Treatment

New

LIMITS Regionwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of work includes installing HFST, dotted extension pavement markings at intersections, advance curve warning markings, and centerline/edge line rumble strips where applicable. This project is scalable - it will have the flexibility to add/delete locations depending on funding availability.

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	HSIP				2,470						
		0	0	0	2,470	0	0	0	0	0	0
Total FY2021-2024				2,470		Total FY2025-2028		0		Total FY2029-2032	
				2,470				0		0	

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Various	\$87,035	\$92,242	\$78,661	\$65,197	\$323,135	\$321,062	\$349,568



## Transit Projects for the FY2021 TIP

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# DVRPC FY2021-2024 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.

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	<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>	<u>FY2031</u>	<u>FY2032</u>
OP	5307	737											
OP	1513	1,150											
OP	LOC	98											
OP	5307		774										
OP	1513		1,150										
OP	LOC		103										
OP	5307			812									
OP	1513			1,150									
OP	LOC			108									
OP	5307				853								
OP	1513				1,150								
OP	LOC				114								
		1,985	2,027	2,070	2,117	0	0	0	0	0	0	0	0
		Total FY2021-2024		8,199		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 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 conclude the replacement of their existing bus fleet.

Capital projects planned in FY21 - FY24 include:

FY21: Technology (\$155,000), Vehicle and Equipment Purchase (\$622,000)

FY22: Technology (\$155,000)

FY23: Shelter Replacement (\$105,000), Vehicle and Equipment Purchase (\$167,000)

FY24: Vehicle and Equipment Purchase (\$160,000), Shelters (\$30,000)

Technology: Includes but not limited to the acquisition of an IT solution which provides GPS/GIS, predictive arrival, automatic voice annunciation, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	5307	722											
CAP	1517	50											
CAP	LOC	24											
CAP	5307		8										
CAP	1517		140										
CAP	LOC		7										
CAP	5307			134									
CAP	1517			34									
CAP	LOC			3									
CAP	5307				128								
CAP	1517				61								
CAP	LOC				1								
		796	155	171	190	0	0	0	0	0	0	0	0
		Total FY2021-2024		1,312		Total FY2025-2028		0		Total FY2029-2032		0	

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Pottstown	\$2,781	\$2,182	\$2,241	\$2,307	\$9,511	\$0	\$0

# DVRPC FY2021-2024 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

This 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 improved station accessibility and included 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 \$31.97M. Funding is programmed as follows: Prior year funds in the amount of \$21.52M, and \$10.45M in FY 2023 through 2025.

### TIP Program Years (\$ 000)

Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ERC	1514				3,787								
ERC	LOC				126								
ERC	1514					6,587							
ERC	LOC					219							
		0	0	0	3,913	6,806	0	0	0	0	0	0	0
		Total FY2021-2024		3,913		Total FY2025-2028		6,806		Total FY2029-2032		0	



# DVRPC FY2021-2024 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 59966 Capital Asset Lease Program

Return

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, 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAL	5337	47,333											
CAL	1514	12,359											
CAL	LOC	412											
CAL	5307		18,949										
CAL	5337		29,804										
CAL	1514		12,744										
CAL	LOC		424										
CAL	5307			16,000									
CAL	5337			16,915									
CAL	1514			29,370									
CAL	LOC			1,495									
CAL	5337				28,661								
CAL	5307				15,517								
CAL	1514				20,824								
CAL	LOC				694								
CAL	5307					8,317							
CAL	5337					44,918							
CAL	1514					13,969							
CAL	LOC					466							
CAL	5337						44,915						
CAL	5307						8,317						
CAL	1514						15,952						
CAL	LOC						532						
CAL	5337							56,517					
CAL	1514							14,815					
CAL	LOC							494					
CAL	5337								58,213				
CAL	1514								15,264				
CAL	LOC								509				
CAL	5337									59,959			
CAL	1514									15,729			
CAL	LOC									524			
CAL	5337										61,758		
CAL	1514										16,206		
CAL	LOC										540		
CAL	5337											63,611	
CAL	1514											16,697	
CAL	LOC											557	

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Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAL	5337												65,519
CAL	1514												17,204
CAL	LOC												573
		60,104	61,921	63,780	65,696	67,670	69,716	71,826	73,986	76,212	78,504	80,865	83,296
		Total FY2021-2024		251,501		Total FY2025-2028		283,198		Total FY2029-2032		318,877	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

Return

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. 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.

The utility fleet comprises the following types of vehicles and equipment:

- Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
- Maintenance of way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

In addition to regular utility fleet program, SEPTA is implementing the following non-revenue fleet renewal projects:

-Driving PA Forward – Class 8 Truck and Transit Bus Grant Program: This project will replace five (5) utility fleet vehicles, funded via Pennsylvania's share of the Volkswagen Environmental Mitigation Trust. The new vehicles will help improve air quality and reduce diesel emissions.

-Work train locomotives to replace three (3) diesel-electric locomotives manufactured in 1954 and 1992. The project will preserve SEPTA's work train locomotive fleet, which is critical to maintaining SEPTA's Regional Rail network, while also providing local and regional air quality benefits. The new vehicles will provide a 90 percent reduction in harmful emissions as compared to the existing vehicles. This project was awarded \$3.8M CMAQ funding through the FY2019 DVRPC Competitive CMAQ Grant Program. Funds will be flexed at the appropriate time.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	1514	6,895											
PUR	LOC	230											
PUR	1514		6,774										
PUR	LOC		226										
PUR	1514			6,774									
PUR	LOC			226									
PUR	1514				6,774								
PUR	LOC				226								
PUR	1514					6,774							
PUR	LOC					226							
PUR	1514						6,774						
PUR	LOC						226						
PUR	1514							6,774					
PUR	LOC							226					
PUR	1514								6,774				
PUR	LOC								226				
PUR	1514									7,742			
PUR	LOC									258			
PUR	1514										7,742		
PUR	LOC										258		
PUR	1514											7,742	
PUR	LOC											258	
PUR	1514												7,742
PUR	LOC												258

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA											
	7,125	7,000	7,000	7,000	7,000	7,000	7,000	7,000	8,000	8,000	8,000
Total FY2021-2024	28,125			Total FY2025-2028	28,000			Total FY2029-2032	32,000		

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60275 Debt Service

Return

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 Capital Grant Receipts Bonds, Series 2011/2017 (Prior Years - FY2028)

Acquisition of 120 Silver liner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet in response to ridership growth. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The cars have enhanced passenger amenities, such as larger windows, wider aisles, a state-of-the-art climate control system, and an enhanced seating arrangement with more two-passenger seating. The cars have electronic exterior and interior destination signs, voice annunciation of train destination and upcoming station stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to train passengers. These cars are equipped with on-board video surveillance and automatic passenger counting systems. The total cost for this project of \$325.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of \$31.5 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Converted Indexed Rate Revenue Refunding Bonds, Series 2007 (Prior Years - FY2027)

On December 18, 2012, the Authority converted the Variable Rate Revenue Refunding Bonds, Series 2007, from the Daily Rate Mode to the Indexed Rate Mode. Proceeds from the Variable Rate Revenue Refunding Bonds, Series 2007 were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Regional Rail Cars, General Motors Locomotives and Frazer Regional Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Line car acquisition, Broad Street Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Line infrastructure improvements

Payments on Fixed Rate Revenue Refunding Bonds, Series 2010/2017 (Prior Years - FY2027)

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. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds.

Capital Financing- EB5 Loan (Prior Years - FY2044)

In January 2016, SEPTA entered into a loan agreement with the Delaware Valley Regional Center (DVRC) pursuant to the Employment Based Immigration-5th Preference (EB-5) Program administered by United States Citizenship and Immigration Services (USCIS). The loan was made available to SEPTA over a period of several years and was used to partially fund the acquisition of electric locomotives, expansion of Frazer Yard, and substation rehabilitation projects. 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.

Capital Financing - Other

SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Years 2020 through 2022. The other 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.

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
DS	5337	12,371											
DS	5307	9,200											
DS	PTAF 44	24,058											
DS	1514	9,806											
DS	LOC	1,154											
DS	5307		9,200										
DS	5337		12,372										
DS	PTAF 44		11,723										
DS	1514		7,016										
DS	LOC		637										
DS	5337			12,377									
DS	5307			9,200									
DS	PTAF 44			11,728									
DS	1514			27,883									
DS	LOC			1,333									
DS	5307				9,200								
DS	5337				12,375								
DS	PTAF 44				11,730								
DS	1514				27,478								
DS	LOC				1,319								
DS	5307					9,200							
DS	5337					12,374							
DS	PTAF 44					11,724							
DS	1514					27,478							
DS	LOC					1,320							
DS	5337						12,377						
DS	5307						9,200						
DS	PTAF 44						11,727						
DS	1514						27,479						
DS	LOC						1,320						
DS	5307							9,200					
DS	5337							12,374					
DS	PTAF 44							10,516					
DS	1514							27,478					
DS	LOC							1,278					
DS	5337								12,373				
DS	5307								9,200				
DS	1514								27,478				
DS	LOC								915				
DS	5307									9,200			
DS	1514									24,484			
DS	LOC									816			
DS	5307										9,200		
DS	1514										24,484		
DS	LOC										816		
DS	5307											9,200	
DS	1514											24,484	
DS	LOC											816	
DS	1514												22,258
DS	LOC												742

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	56,589	40,948	62,521	62,102	62,096	62,103	60,846	49,966	34,500	34,500	34,500	23,000
	Total FY2021-2024		222,160		Total FY2025-2028		235,011		Total FY2029-2032		126,500	

MPMS# 60317 Federal Preventive Maintenance

Return

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
OP	5337	36,200											
OP	LOC	9,050											
OP	5337		36,200										
OP	LOC		9,050										
OP	5337			36,200									
OP	LOC			9,050									
OP	5337				36,200								
OP	LOC				9,050								
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,050						
OP	5337							36,200		36,200			
OP	LOC							9,050		9,050			
OP	5337										36,200		
OP	LOC										9,050		
OP	5337											36,200	
OP	LOC											9,050	
OP	5337												36,200
OP	LOC												9,050
		45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2021-2024		181,000		Total FY2025-2028		181,000		Total FY2029-2032		181,000	

# DVRPC FY2021-2024 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

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:

- 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
- 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the 15th Street Mezzanine and on the platforms;
- 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
- 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.
- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.
- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.
- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.
- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is \$146.47M. Funding is programmed as follows: Prior year funds in the amount of \$77.93M, and \$68.54M in FY 2021 through 2028.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	1,839											
ERC	LOC	61											
ERC	1514		1,587										
ERC	LOC		53										
ERC	1514			1,936									
ERC	LOC			64									
ERC	1514				5,163								
ERC	LOC				172								
ERC	1514					10,645							
ERC	LOC					355							
ERC	1514						14,521						
ERC	LOC						484						
ERC	1514							20,880					
ERC	LOC							696					
ERC	1514								9,758				
ERC	LOC								325				



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

1,900	1,640	2,000	5,335	11,000	15,005	21,576	10,083	0	0	0	0
Total FY2021-2024		10,875		Total FY2025-2028		57,664		Total FY2029-2032		0	

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 - \$31.01M (Prior Years - FY2025)
- Conshohocken Station Parking Garage\* - \$37.17M (Prior Years - FY2023)
- Gwynedd Valley Station Parking - \$2.54M (Prior Years - FY 2021)
- Ivy Ridge Parking - \$35.00M (FY2021; FY2026 - FY2032)
- Noble Station Parking Garage and Storage Track - \$53.00M (Prior Years - FY2021; FY2026 - FY2032)
- Philmont Station Parking - \$25.00M (FY2026 - FY2032)
- Fern Rock Transportation Center Complex - \$77.50M (FY2026 - FY2032)

\*Prior Year funds in the amount of \$27.17M have been committed to the Conshohocken Station Parking Garage. \$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project. The requisite local match (\$2M) is programmed in FY2023 of this program.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	18,298											
ERC	LOC	610											
ERC	1514		15,527										
ERC	LOC		517										
ERC	1514			11,403									
ERC	LOC			381									
ERC	1514				4,594								
ERC	LOC				153								
ERC	1514					9,924							
ERC	LOC					330							
ERC	1514						9,678						
ERC	LOC						322						
ERC	1514							10,612					
ERC	LOC							354					
ERC	1514								22,748				
ERC	LOC								758				
ERC	1514									24,935			
ERC	LOC									831			
ERC	1514										33,620		
ERC	LOC										1,120		
ERC	1514											15,716	
ERC	LOC											524	
ERC	1514												29,923
ERC	LOC												997
Total FY2021-2024		18,908	16,044	11,784	4,747	10,254	10,000	10,966	23,506	25,766	34,740	16,240	30,920
Total FY2025-2028		51,483				54,726				107,666			

# DVRPC FY2021-2024 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 multimodal transportation center in Paoli, Chester County. The new facility is located on the SEPTA Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206. SEPTA partnered with PennDOT and Amtrak to advance this project.

The project will be advanced in two phases. Phase 1, completed in September 2019, made the existing station ADA accessible. This phase included construction of a pedestrian overpass with elevators linking inbound and outbound station parking lots as well as a new full length high-level center platform. The outbound parking areas were reconfigured and pedestrian sidewalks and crosswalks, provided throughout the station area.

A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. The companion project must be completed prior to Phase 2 construction.

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. This phase will be advanced pending identification of a funding source. The estimated cost is \$50.28M.

The total project cost (Phases 1 & 2) is \$92.22M. Funding is programmed as follows: Prior year funds in the amount of \$41.94M, and \$5M in FY 2031 through 2032.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307											22,226	
ERC	1514											5,377	
ERC	LOC											179	
ERC	5307												18,000
ERC	1514												4,355
ERC	LOC												145
		0	0	0	0	0	0	0	0	0	0	27,782	22,500
		Total FY2021-2024			0	Total FY2025-2028			0	Total FY2029-2032			50,282

# DVRPC FY2021-2024 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.

Additionally, this program includes \$6M (FY2021-FY2022) to support the installation of Automatic Passenger Counters (APCs) on the bus, trolley, and Norristown High Speed Line fleets. APCs will provide SEPTA with accurate, reliable, and consistent data for stop level ridership, passenger loads, running time, on time performance, and speed.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	5337	25,588											
CAP	CARES	13,950											
CAP	5307	28,812											
CAP	1514	28,430											
CAP	LOC	947											
CAP	5307		37,083										
CAP	5337		20,000										
CAP	1514		24,878										
CAP	LOC		2,833										
CAP	5307			22,835									
CAP	5337			28,000									
CAP	1514			29,667									
CAP	LOC			2,849									
CAP	5307				23,417								
CAP	5337				28,000								
CAP	1514				30,397								
CAP	LOC				2,013								
CAP	5307					23,417							
CAP	5337					28,000							
CAP	1514					29,077							
CAP	LOC					1,969							
CAP	5307						23,417						
CAP	5337						28,000						
CAP	1514						29,825						
CAP	LOC						1,994						
CAP	5337							16,401					
CAP	5307							19,733					
CAP	1514							46,322					
CAP	LOC							2,544					
CAP	5307								19,734				
CAP	5337								14,706				
CAP	1514								47,963				
CAP	LOC								2,598				

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

CAP	5307								19,733				
CAP	5337								25,333				
CAP	1514								38,646				
CAP	LOC								2,288				
CAP	5307								19,734				
CAP	5337								23,534				
CAP	1514								41,354				
CAP	LOC								2,378				
CAP	5307									15,072			
CAP	5337									21,681			
CAP	1514									48,627			
CAP	LOC									2,620			
CAP	5307										7,370		
CAP	5337										19,773		
CAP	1514										57,926		
CAP	LOC										2,930		
		97,727	84,794	83,351	83,827	82,463	83,236	85,000	85,001	86,000	87,000	88,000	87,999
		Total FY2021-2024		349,699		Total FY2025-2028		335,700		Total FY2029-2032		348,999	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

Return

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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
		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 FY2021-2024		28,000		Total FY2025-2028		28,000		Total FY2029-2032		28,000	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60611 SEPTA Key (Fare Collection System/New Payment Technologies)

Return

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 Key deployment is substantially complete for Transit services (Bus, Trolley, Trackless Trolley and High Speed Lines). Regional Rail phased roll-out is underway with Trailpasses in service. Railroad deployment will continue through 2020 with Travel Wallet, conductor sales, and other features and products. CCT development is underway with deployment starting in 2020. Upcoming Key features include: upgraded Key Card readers, mobile ticketing and open payment/ mobile wallets.

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 Center City Regional Rail stations (Temple University, Jefferson Station, Suburban Station, 30th Street Station and Penn Medicine Station); 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. Most of this work is complete or nearing completion.

Proposed future funding will ensure SEPTA Key technology remains up-to-date are included in the Safety and Security Technology Upgrades project within the Safety & Security Program.

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.

The total project cost is \$302.30M. Funding is programmed as follows: Prior year funds in the amount of \$253.01M and \$49.29M in FY 2021-2023.

Project status updates are available online at <http://www.septa.org/key/>.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	5307	20,566											
CAP	1514	4,976											
CAP	LOC	169											
CAP	5307		11,222										
CAP	1514		2,715										
CAP	LOC		91										
CAP	1514			9,244									
CAP	LOC			308									
		25,711	14,028	9,552	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		49,291		Total FY2025-2028			0	Total FY2029-2032			0

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## 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:** Not SOV Capacity Adding

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 at Middletown/Route 1, Delaware County along the existing right-of-way 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 replacement; and the replacement and rehabilitation of bridges and culverts. The installation of a bi-directional signal system and communications system improvements including Positive Train Control (PTC) is being funded separately under a competitive PTC grant from the Federal Transit Administration.

The new terminus at Middletown/Route 1 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; a 600+ car parking deck; and connections to SEPTA bus service. 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. A railcar storage/maintenance yard and crew facility will be constructed on SEPTA property in Lenni, Delaware County.

The total project cost is \$192.95M. Funding is programmed as follows: Prior year funds in the amount of \$113.35M and \$79.60M in FY 2021-2023.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ERC	1514	49,770											
ERC	LOC	1,660											
ERC	1514		19,750										
ERC	LOC		660										
ERC	1514			7,511									
ERC	LOC			250									
		51,430	20,410	7,761	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		79,601		Total FY2025-2028		0		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60638 *Regional Rail Car & Locomotive Acquisition*

Return

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 and locomotives. 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. Current procurements include:

#### Electric Locomotives - \$154.5M (Prior Years- FY2021)

This project provides for the acquisition of new electric locomotives. In 2015, SEPTA awarded a contract to Siemens Industry Inc., Mobility Division for thirteen ACS-64 locomotives plus two option vehicles. All 15 locomotives have been delivered and are in service. The locomotives will accommodate the acquisition of an expanded fleet of new multi-level push-pull passenger railcars. Remaining contract activities include receipt of capital spare material and correspondence closeout. These state-of-the-art locomotives are more powerful and significantly more reliable than SEPTA's former locomotives.

The new locomotives fully comply with all federal standards and regulations and are equipped with SEPTA's Positive Train Control system. Supporting SEPTA's Sustainability initiatives, the ACS-64 locomotives feature 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. Through the locomotive cab consoles, the engineer can monitor the performance of all locomotive systems in real time, and maintenance technicians can troubleshoot problems with an integrated maintenance manual.

#### Multi-Level Regional Rail Cars and Coaches - \$174.3M (Prior Years- FY2024)

This project provides for the acquisition of new multi-level push-pull passenger 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. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 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 annunciation 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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	5307	16,391											
PUR	1514	3,966											
PUR	LOC	132											
PUR	5337		23,116										
PUR	1514		27,156										
PUR	LOC		1,938										
PUR	5337			28,000									
PUR	1514			12,145									
PUR	LOC			1,955									
PUR	5337				16,256								
PUR	1514				3,933								
PUR	LOC				131								
		20,489	52,210	42,100	20,320	0	0	0	0	0	0	0	0
		Total FY2021-2024		135,119		Total FY2025-2028				Total FY2029-2032			
								0					0



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## 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:

- Substation Design and Equipment Purchase - \$28.23M (Prior Years - FY2023)
- Railroad Substation 18th Street Switching Station - \$12.80M (FY2022 - FY2025)
- Railroad Substation Brill - \$12.8M (FY2024 - FY2027)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 - FY2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$33.87M (FY2019 - FY2023)
- Railroad Substations Neshaminy, Bethayres, Yardley - \$24.58 (Prior Years - FY2021)
- Wayne Junction Static Frequency Converters #1-4 - \$60.00M (Prior Years - FY2023)
- Railroad Substation Woodbourne - \$23.49M (FY2020 - FY2024)
- Transit Substation Ellen - \$18.68M (FY2025 - FY2028)
- Transit Substation Market - \$12.50M (FY2021- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2020 - FY2023)
- Transit Substation Ranstead - \$18.68M (FY2026 - FY2032)
- Transit Substation Program - \$150.69M (FY2026 - FY2032)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years - FY2025)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	9,600											
ERC	1514	21,309											
ERC	LOC	710											
ERC	5307		1,600										
ERC	1514		28,497										
ERC	LOC		950										
ERC	5307			3,200									
ERC	1514			39,728									
ERC	LOC			1,840									
ERC	1514				45,301								
ERC	LOC				1,509								
ERC	1514					46,365							
ERC	LOC					1,545							
ERC	1514						46,623						
ERC	LOC						1,554						
ERC	1514							24,474					
ERC	LOC							816					
ERC	1514								30,020				
ERC	LOC								1,000				
ERC	1514									26,149			
ERC	LOC									873			
ERC	1514										31,936		
ERC	LOC										1,064		
ERC	1514											31,452	
ERC	LOC											1,048	
ERC	1514												32,067

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	LOC													1,068
		31,619	31,047	44,768	46,810	47,910	48,177	25,290	31,020	27,022	33,000	32,500	33,135	
		Total FY2021-2024		154,244		Total FY2025-2028		152,397		Total FY2029-2032		125,657		

**MPMS# 73214** *Ardmore Transportation Center*

**LIMITS** Ardmore Transportation Center

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Merion Township

**FC:**

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 17

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage. The total cost of Phase 1, which includes design for Phase 2, is \$53.6M.

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. This phase will be advanced pending identification of a funding source. The estimated cost of Phase 2 is \$26.05M.

The total project cost (Phases 1 & 2) is \$79.65M. Funding is programmed as follows: Prior year funds in the amount of \$50.51M, FY2021 in the amount of \$3.09M, and \$10M in FY 2031-2032.

TIP Program Years (\$ 000)													
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	2,471											
ERC	1514	598											
ERC	LOC	20											
ERC	1514											4,839	
ERC	LOC											161	
ERC	1514												4,839
ERC	LOC												161
		3,089	0	0	0	0	0	0	0	0	0	5,000	5,000
		Total FY2021-2024		3,089		Total FY2025-2028		0		Total FY2029-2032		10,000	

## 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

#### Transit and Regional Rail Station Program

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:

##### Regional Rail Stations

- Bicycle Transit Access Program - \$2.50M (Ongoing)
- Bridge Plates - \$2.21M (FY2020 - FY2023)
- Chestnut Hill East ADA Improvements - \$11.17M (FY2021 - FY2024)
- Conshohocken Station - \$15.00M (Prior Years - FY2022)
- East Falls Station - \$19.50M (FY2024 - FY2027)
- Jenkintown-Wyncote Station - \$25.32M (Prior Years - FY2024)
- Regional Rail Station Roof Program - \$11.25M (Ongoing)
- Secane Station - \$29.90M (Prior Years - FY2021)
- Willow Grove Station - \$20.89M (Prior Years - FY2024)
- Malvern Station High Level Platforms - \$15.26M (FY2026 - FY2032)
- Devon Station - \$20.00M (FY2026 - FY2032)
- Glenside Station - \$24.75M (FY2026 - FY2032)
- Ivy Ridge Station - \$18.50M (FY2026 - FY2032)
- Marcus Hook Station - \$22.50M (FY2026 - FY2032)
- Roslyn Station - \$6.50M (FY2024 - FY2030)
- Stenton Station - \$7.15M (FY2026 - FY2032)
- Wissahickon Station - \$28.20M (FY2026 - FY2032)
- Wyndmoor Station - \$19.50M (FY2026 - FY2032)
- Wynnewood Station - \$19.50M (FY2026 - FY2030)

##### Transit Stations

- 5th Street Station - \$27.52M (Prior Years - FY2022)
- 8th Street Customer Service Office - \$0.24M (FY2021 - FY2022)
- 11th Street Station - \$9.51M (Prior Years - FY2023)
- 30th Street Station Improvements Phase A - \$28.55M (Prior Years - FY2024)
- 30th Street Station Improvements Phase B - \$38.80M BUILD funded project (Prior Years - FY2023)
- 34th Street Station - \$31M (FY2024 - FY2030)
- Center City Concourses Improvements - \$59.65M (Prior Years - FY2026)
- Erie Station on the Broad Street Line - \$9.02M (Prior Years - FY2026)
- Hunting Park Station - \$12.5M (FY2024 - FY2026)
- Snyder Station - \$9.80M (FY2024 - FY2027)
- Spring Garden Station - \$7.37M (FY2024 - FY2026)
- Susquehanna-Dauphin Station - \$22.50M (Prior Years - FY2023)
- Tasker-Morris Station - \$9.80M - (Prior Years - FY2023)
- Villanova Station on the Norristown High Speed Line - \$4.00M (FY2021 - FY2024)
- Chinatown Station - \$12.50M (FY2026 - FY2032)
- Ellsworth-Federal Station - \$9.80M (FY2026 - FY2032)
- Fairmount Station - \$18.00M (FY 2026 - FY2032)
- Logan Station - \$12.50M (FY2026 - FY2032)
- Lombard-South Station - \$9.80M (FY2026 - FY2032)
- Wyoming Station - \$5.00M (FY2026 - FY2032)

##### Bus and Trolley Loop Program

- Bethlehem Pike - \$3.38M (FY2021 - FY2023)
- Rising Sun and Olney - \$1.60M (FY2022 - FY2024)
- Westmoreland - \$2.00M (Prior Years - FY2021)
- Wissahickon Transportation Center - \$17.64M (Prior Years - FY2022)
- Boulevard Direct Bus Phase B - \$2.50M (FY2021 - FY2022)
- Wycombe - \$1.75M (FY2023 - FY2025)

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

- Ridge and Summit - \$1.75M (FY2026 - FY2032)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	7,205											
ERC	1514	15,551											
ERC	LOC	517											
ERC	1514		25,285										
ERC	LOC		841										
ERC	1514			29,410									
ERC	LOC			980									
ERC	1514				45,480								
ERC	LOC				1,515								
ERC	1514					44,840							
ERC	LOC					1,495							
ERC	1514						40,175						
ERC	LOC						1,339						
ERC	1514							45,479					
ERC	LOC							1,515					
ERC	1514								44,006				
ERC	LOC								1,466				
ERC	1514									62,633			
ERC	LOC									2,087			
ERC	1514										46,810		
ERC	LOC										1,560		
ERC	1514											54,194	
ERC	LOC											1,806	
ERC	1514												38,700
ERC	LOC												1,290
		23,273	26,126	30,390	46,995	46,335	41,514	46,994	45,472	64,720	48,370	56,000	39,990
		Total FY2021-2024		126,784		Total FY2025-2028		180,315		Total FY2029-2032		209,080	

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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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	47,008											
ERC	LOC	1,567											
ERC	1514		47,976										
ERC	LOC		1,599										
ERC	1514			48,944									
ERC	LOC			1,631									
ERC	1514				49,912								
ERC	LOC				1,663								
ERC	1514					50,879							
ERC	LOC					1,696							
ERC	1514						51,847						
ERC	LOC						1,728						
ERC	1514							52,815					
ERC	LOC							1,760					
ERC	1514								53,783				
ERC	LOC								1,792				
ERC	1514									54,750			
ERC	LOC									1,825			
ERC	1514										55,718		
ERC	LOC										1,857		
ERC	1514											56,686	
ERC	LOC											1,889	
ERC	1514												57,654
ERC	LOC												1,921

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

	48,575	49,575	50,575	51,575	52,575	53,575	54,575	55,575	56,575	57,575	58,575	59,575
	Total FY2021-2024		200,300		Total FY2025-2028		216,300		Total FY2029-2032		232,300	

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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 procurements of 35 additional battery electric buses are part of a pilot program to evaluate the viability of cost-effective "green technology" buses on SEPTA's diverse service territory.

In August 2018, the Federal Transit Administration awarded SEPTA a "Low or No Emission Program" (Low-No) grant to assist in the purchase of 10 new battery-electric buses and related infrastructure and equipment. This \$1.5 million grant represents the differential in price over 10 diesel-electric hybrid buses. These buses will operate on routes originating from Midvale Bus Garage.

25 battery electric buses are on Routes 29 and 79 in South Philadelphia and SEPTA is collecting information regarding their performance. These buses are part of the ongoing battery electric bus pilot program that SEPTA is currently operating.

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 are being delivered over a 5-year period that began in 2017 and will be completely delivered by 2020.

SEPTA is currently analyzing data from its electric bus pilot program as well as exploring emerging technologies utilized throughout the transit industry as it begins efforts to procure the next round of Bus Fleet Replacement vehicles.

This program also provides funding for future bus procurements in FY 2021 through FY 2032.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PUR	1514	4,136											
PUR	LOC	135											
PUR	OTH	45,153											
PUR	5307		14,991										
PUR	5339		9,206										
PUR	1514		9,987										
PUR	LOC		333										
PUR	5307			37,711									
PUR	5339			9,206									
PUR	1514			11,185									
PUR	LOC			1,017									
PUR	5307				45,711								
PUR	5339				9,206								
PUR	1514				17,420								
PUR	LOC				585								
PUR	5307					53,711							
PUR	5339					9,206							
PUR	1514					19,355							
PUR	LOC					646							
PUR	5307						53,711						
PUR	5339						9,206						
PUR	1514						19,355						
PUR	LOC						645						
PUR	5307							65,712					

## Final Version

**SEPTA**

PUR	5339							9,206					
PUR	1514							22,256					
PUR	LOC							740					
PUR	5307								65,711				
PUR	5339								9,206				
PUR	1514								22,256				
PUR	LOC								744				
PUR	5307									65,712			
PUR	5339									9,206			
PUR	1514									22,258			
PUR	LOC									740			
PUR	5307										67,711		
PUR	5339										9,206		
PUR	1514										19,246		
PUR	LOC										613		
PUR	5307											32,947	
PUR	5339											9,206	
PUR	1514											14,332	
PUR	LOC											480	
PUR	5307												41,370
PUR	5339												9,206
PUR	1514												16,368
PUR	LOC												548
		49,424	34,517	59,119	72,922	82,918	82,917	97,914	97,917	97,916	96,776	56,965	67,492
	Total FY2021-2024			215,982		Total FY2025-2028		361,666		Total FY2029-2032		319,149	



# DVRPC FY2021-2024 TIP for PA

Final Version

## 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

This project, which will be advanced in phases, will include the construction of full length high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. Phase 1, which is complete, encompasses the construction of high-level platforms with canopies and wind screens; stormwater management improvements; and a new station building. The station facilities are fully ADA compliant. New lighting, signage, security features, and passenger amenities were also provided. The total cost of Phase 1 was \$28.23M.

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 2 is estimated to cost \$6M.

Phase 3 will provide for the development and construction of a fully accessible parking expansion. This phase is estimated to cost \$32.16M and will be advanced pending identification of a funding source.

The total project cost (Phases 1, 2, & 3) is \$66.39M. Funding is programmed as follows: Prior year funds in the amount of \$28.23M, and \$6M in FY 2031 through 2032.

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2031</u>	<u>FY2032</u>
ERC	5307											15,200	
ERC	1514											3,678	
ERC	LOC											122	
ERC	5307												15,712
ERC	1514												3,802
ERC	LOC												126
		0	0	0	0	0	0	0	0	0	0	19,000	19,640
		Total FY2021-2024			0	Total FY2025-2028			0	Total FY2029-2032			38,640

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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) - \$30.00M (FY 2024 - FY2027)  
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) - \$35.00M (FY2024 - FY2032) 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) - \$64.20M (Ongoing)
- Mainline-Schuylkill Bridges (Philadelphia) - \$57.05M (Prior Years - FY2014; FY2026 - FY2032) 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
- Stone Arch Bridges Phase 2 (Multiple Locations) - \$10.00M (Prior Years - FY2021)  
Doylestown Line Mile Post 4.87 Built 1915; Lansdale Line Mile Post 18.91 Built 1903; Media/Elwyn Line Mile Post 12.68 Built 1854; West Trenton Line Mile Post 13.70 Built 1912; West Trenton Line Mile Post 15.95 Built 1876; West Trenton Line Mile Post 18.52 Built 1948; West Trenton Line Mile Post 22.65 Built 1876.
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - \$4.00M (Prior Years - FY2021)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2021 - FY2024)
- Suburban Rail Transit Critical Bridge Program - \$34.6M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	400											
ERC	1514	12,089											
ERC	LOC	403											
ERC	5307		1,600										
ERC	1514		11,975										
ERC	LOC		399										
ERC	5307			4,800									
ERC	1514			19,579									
ERC	LOC			962									
ERC	1514				24,633								
ERC	LOC				821								
ERC	1514					24,085							
ERC	LOC					803							
ERC	1514						23,885						
ERC	LOC						796						
ERC	1514							24,063					
ERC	LOC							802					
ERC	1514								24,067				
ERC	LOC								802				
ERC	1514									20,642			

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									688			
ERC	1514									24,168			
ERC	LOC									805			
ERC	1514										23,684		
ERC	LOC										789		
ERC	1514											20,756	
ERC	LOC											692	
		12,892	13,974	25,341	25,454	24,888	24,681	24,865	24,869	21,330	24,973	24,473	21,448
		Total FY2021-2024		77,661		Total FY2025-2028		99,303		Total FY2029-2032		92,224	

# DVRPC FY2021-2024 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:

No Let Date

MRPID:AY

AQ Code:M9

IPD:

CMP: Not SOV Capacity Adding

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).

Currently programmed projects include:

- Market-Frankford Line Bridge Street Yard Program - \$3.00M (FY2024 - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$29.60M (Prior Years - FY2024)
- Route 101/102 Yard Tracks Program - \$7.10M (FY2021 - FY2026)
- Track and ROW Rail Service Improvements - \$19.25M (Ongoing)
- Trolley Tunnel Track Renewal - \$24.15M (Ongoing)
- Track and Right of Way Improvements (Trolley Routes 10, 11, 13, 34, & 36, Non-Revenue, Diversion Routes) - \$30.68M (FY2026 - FY2032)
- Norristown Station Regional Rail 3rd Track - \$27.25M (FY2026 - FY2032)
- Market-Frankford Line Haunch Repairs - \$.1M (Ongoing)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	1514	3,287											
CAP	LOC	110											
CAP	1514		3,532										
CAP	LOC		118										
CAP	1514			4,543									
CAP	LOC			151									
CAP	1514				4,633								
CAP	LOC				154								
CAP	1514					4,541							
CAP	LOC					151							
CAP	1514						5,500						
CAP	LOC						183						
CAP	1514							3,905					
CAP	LOC							130					
CAP	1514								4,519				
CAP	LOC								151				
CAP	1514									8,803			
CAP	LOC									293			
CAP	1514										8,807		
CAP	LOC										293		
CAP	5307											1,584	
CAP	1514											7,274	
CAP	LOC											242	
CAP	5307												14,801
CAP	1514												8,512
CAP	LOC												284

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
	3,397	3,650	4,694	4,787	4,692	5,683	4,035	4,670	9,096	9,100	9,100	23,597
	Total FY2021-2024		16,528		Total FY2025-2028		19,080		Total FY2029-2032		50,893	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102567 *Roof Program*

Return

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 - \$1.75M (FY2024 - FY2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2022)
- Courtland Shop Roof Replacement - \$8.80M (Prior Years - FY2022)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2025)
- Midvale Roof Replacement - \$30.03M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$3.40M (FY2025 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$64.82M (FY2025 - FY2032)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5339	9,206											
ERC	1514	2,308											
ERC	LOC	77											
ERC	5307		4,000										
ERC	1514		4,648										
ERC	LOC		155										
ERC	5307			4,899									
ERC	1514			4,008									
ERC	LOC			134									
ERC	5307				4,800								
ERC	1514				5,828								
ERC	LOC				194								
ERC	5307					4,000							
ERC	1514					8,711							
ERC	LOC					289							
ERC	5307						4,000						
ERC	1514						8,090						
ERC	LOC						270						
ERC	5307							4,000					
ERC	1514							3,194					
ERC	LOC							106					
ERC	5307								4,000				
ERC	1514								4,752				
ERC	LOC								158				
ERC	5307									4,000			
ERC	1514									1,103			
ERC	LOC									37			
ERC	5307										2,000		
ERC	1514										967		
ERC	LOC										33		
ERC	5307											2,416	
ERC	1514											585	
ERC	LOC											19	

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	5307												1,392
ERC	1514												337
ERC	LOC												11
		11,591	8,803	9,041	10,822	13,000	12,360	7,300	8,910	5,140	3,000	3,020	1,740
		Total FY2021-2024		40,257		Total FY2025-2028		41,570		Total FY2029-2032		12,900	

# DVRPC FY2021-2024 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 program provides for improvements to SEPTA's bus, rail, and facilities maintenance shops, and office buildings. Program elements include replacement of fire suppression systems, vehicle washer systems, and boiler systems. This program also supports ongoing programs, including the wheel truing program, bus and steel wheel lift programs, underground storage tank replacement program, shop and yard upgrades, and paving improvements. In addition, this program addresses remediation and clean-up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability.

Currently programmed projects include:

- Broad Street Subway Stormwater- \$8.00M (FY2022-2024)
- Environmental Cleanup - \$7.98M (Ongoing)
- Frazer Rail Shop and Yard Upgrade\* - \$139.00M (Prior Years - FY2023)
- Garage/Shop Overhead & Fire Doors - \$7.50M (FY2025 - FY2029)
- Powelton Yard Facility Improvements - \$3.92M (Prior Years - FY2022)
- Steel Wheel Lift Program - \$6.79M (FY2025 - FY2030)
- Underground Storage Tank Replacement Program - \$11.04M (Prior Years - FY2020; FY2025 - FY2030)
- Vehicle Washer Program - \$14.00M (FY2025 - FY2030)
- Wayne Junction Shop Improvements \$11.25M (Prior Years - FY2023)
- Boiler Replacement Program - \$3.50M (FY2026 - FY2032)
- Bus Lift Program - \$6.00M (FY2024 - FY2032)
- Wheel Truing Program - \$8.40M (Prior Years - FY2021; FY2024 - FY2028)
- Wyoming Complex Storm Water Retrofits - \$2.92M (FY2020 - FY2022)

\*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's railcar and locomotive fleets including 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 will be replaced and mechanical equipment will be replaced. The budget for this project is \$139 million.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	1514	18,871											
ERC	LOC	629											
ERC	OTH	18,292											
ERC	1514		16,637										
ERC	LOC		1,071										
ERC	1514			13,009									
ERC	LOC			950									
ERC	1514				8,903								
ERC	LOC				297								
ERC	1514					7,500							
ERC	LOC					250							
ERC	1514						7,500						
ERC	LOC						250						
ERC	1514							9,194					
ERC	LOC							306					
ERC	1514								8,816				
ERC	LOC								294				
ERC	1514									8,226			
ERC	LOC									274			
ERC	1514										9,300		
ERC	LOC										310		



# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	1514											2,687	
ERC	LOC											90	
		37,792	17,708	13,959	9,200	7,750	7,750	9,500	9,110	8,500	9,610	2,777	0
		Total FY2021-2024		78,659		Total FY2025-2028		34,110		Total FY2029-2032		20,887	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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, information technology infrastructure, and vehicle and facility video systems. Projects will upgrade hardware and software, and replace equipment that has reached or exceeded its useful life. As part of its capital program, SEPTA will install Positive Train Control on the Route 101/102 Trolley lines, rehabilitate signals and interlockings, and upgrade dispatching and scheduling systems. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, Enterprise applications, and the Capital Project Management System.

Currently programmed projects include:

- Interlocking Improvement Program - \$120.46M (Ongoing)
- Positive Train Control - \$167.00M (Prior Year funding \$160.3M; FY 2021 \$6.7M)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$70.99M (Prior Years - FY 2022)
- Broad Street Line Ridge Spur Signals - \$8.66M (Prior Years - FY2022)
- Broad Street Line Signals - \$65.00M (FY2025 - FY2031)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control - \$76.40M (Prior Years - FY2022)
- Trolley Signal System - \$35.00M (FY2027 - FY2032)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$92.5M (Prior Years - FY2026)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2023)
- Control Center Wall Display - \$3.89M (FY2020- FY2022)
- Crash Hardened Video Recorders - \$4.80M (Prior Years - FY2022)
- Operations Training Simulator - \$6.59M (Prior Years - FY2022)
- Video Systems Refreshment Program - \$21.47M (Prior Years - FY 2023; FY2027 - FY2031)
- Information Technology Program - \$61.28M (Ongoing)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CAP	1514	46,111											
CAP	LOC	1,537											
CAP	1514		45,406										
CAP	LOC		1,513										
CAP	1514			37,146									
CAP	LOC			1,445									
CAP	1514				36,774								
CAP	LOC				1,225								
CAP	1514					31,049							
CAP	LOC					1,034							
CAP	1514						34,274						
CAP	LOC						1,142						
CAP	1514							36,775					
CAP	LOC							1,226					
CAP	1514								37,452				
CAP	LOC								1,248				
CAP	1514									39,097			
CAP	LOC									1,303			
CAP	1514										35,807		
CAP	LOC										1,193		
CAP	1514											35,691	
CAP	LOC											1,189	

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	1514									23,678			
CAP	LOC									789			
		47,648	46,919	38,591	37,999	32,083	35,416	38,001	38,700	40,400	37,000	36,880	24,467
		Total FY2021-2024		171,157		Total FY2025-2028		144,200		Total FY2029-2032		138,747	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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 core value at SEPTA. All projects advanced in the capital program have a safety-first focus throughout. Having a comprehensive safety plan and program is part of SEPTA's goal to promote safety and public health. This program includes life safety assessments and facility and vehicle safety and security measures. This program also includes projects funded with competitive U. S. Department of Homeland Security grant funds. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which is working to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area.

Currently programmed projects include:

- Sharon Hill Flood Mitigation - \$12.18M (Prior Years - FY2022)
- Shoreline Stabilization on Manayunk/Norristown Line - \$8.46M (Prior Years - FY2022)
- Operator Shields - \$12.51M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.58M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY2022)
- Grade Crossing Enhancement Program - \$12.00M (Ongoing)
- Lawndale Station Pedestrian Underpass & High Level Platform - \$9.59M (Prior Years - FY2022)
- Midvale Facility & Security Enhancements - \$23.20M (FY2026 - FY2032)
- Safety & Security Infrastructure Hardening Program - \$43.50M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$39.53M (Ongoing)
- Station Ventilation Improvements at Jefferson, Suburban, and NRG Stations - \$25.08M (Prior Years - FY2032)
- On-Site Power for Major Facilities - \$6.00M (FY2026 - FY2032)
- Safety & Security Technology Upgrades - \$31.00M (FY2026 - FY2032)

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ERC	5307	4,000											
ERC	CARES	10,900											
ERC	1514	7,198											
ERC	LOC	240											
ERC	1514		19,898										
ERC	LOC		1,593										
ERC	1514			20,305									
ERC	LOC			677									
ERC	1514				18,083								
ERC	LOC				602								
ERC	1514					18,144							
ERC	LOC					605							
ERC	1514						18,442						
ERC	LOC						614						
ERC	1514							21,773					
ERC	LOC							726					
ERC	1514								21,669				
ERC	LOC								722				
ERC	1514									26,128			
ERC	LOC									871			
ERC	1514										25,160		
ERC	LOC										837		
ERC	1514											27,580	
ERC	LOC											919	
ERC	1514												35,204
ERC	LOC												1,173

# DVRPC FY2021-2024 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

	22,338	21,491	20,982	18,685	18,749	19,056	22,499	22,391	26,999	25,997	28,499	36,377
	Total FY2021-2024			83,496	Total FY2025-2028			82,695	Total FY2029-2032			117,872

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 115472 *Projects of Significance*

New

#### LIMITS

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA continues to seek long-term funding to complete Projects of Significance, which are projects identified as key initiatives in meeting the region's transportation needs, accommodating the growing economy, and addressing traffic congestion.

SEPTA's current Transit Projects of Significance include the King of Prussia Rail project and Trolley Modernization. These transformative projects will permit increases in transit capacity and improved service quality, while generating additional tax revenues and promoting job growth across the region.

King of Prussia Rail- 15% Design & Environmental Impact Statement - \$1.37M (Prior Years to FY2021)

This project will provide an extension of the Norristown High Speed Line (NHSL) to King of Prussia. The project will promote and strengthen regional growth by connecting the three largest employment centers in the region: Center City, University City and King of Prussia.

Project highlights include: 4 miles of elevated rail; 5 new fully ADA-compliant stations; 2 park-and-ride facilities; doubling ridership on the NHSL to 9,500 daily trips; and total travel time from 13th and Market Street to end of extension in under 40 minutes.

An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) was completed for the project in 2017 and identified the PECO / Turnpike - 1st Ave. alignment as the Locally Preferred Alternative (LPA). The Final Environmental Impact Statement (FEIS) is currently underway. SEPTA awarded a contract for the Project Development phase (preliminary engineering) in January 2019. Funding programmed in Fiscal Year 2021 will complete Project Development to the 15% design level.

SEPTA is currently evaluating funding strategies to advance this project to the 30% design level. Final design, construction, and acquisition of new railcars is currently estimated to cost \$1.2 billion and will require additional sources of funding. Prior Year funds in the amount of \$20.2M have been committed to the project.

Trolley Acquisition and Infrastructure - Early Action Efforts \$54.78M (Prior Years - FY2025)

This project provides for the acquisition of modern and accessible light rail vehicles to replace the current fleet which serve City Transit Routes 10, 11, 13, 15, 34, 36 and Suburban Transit Routes 101 & 102. These rail transit lines currently operate with 141 light rail vehicles that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004.

In support of the vehicle acquisition, this project will also require an infrastructure modernization program. The modern light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power supplies, station and in-street stop upgrades, track and bridge improvements, fare payment and maintenance facilities.

The goals of the Trolley Modernization project are:

- A system in full compliance with the Americans with Disabilities Act;
- A safe and improved customer experience;
- Providing a faster, higher capacity service; and
- Reducing operating costs with modern and efficient vehicles.

The result will be an improved customer experience, increased capacity, and a higher degree of cost effectiveness.

The total estimated cost of the Trolley Modernization project is \$1.55 billion. Prior year funds in the amount of \$5M have been committed to the project. Funds allocated in this program will advance an early action phase, which includes vehicle specification development, development of preliminary modern trolley station design concepts, evaluation of capacity and ridership trends, investigating potential funding sources, and developing a public-facing outreach and messaging program to support and advance the project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	1514	9,063											
PE	LOC	302											
PE	1514		5,374										

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
PE	LOC	179										
PE	1514	5,807										
PE	LOC	193										
PE	1514	9,678										
PE	LOC	322										
PE	1514	9,678										
PE	LOC	322										
PE	1514	9,678										
PE	LOC	322										
		9,365	5,553	6,000	10,000	10,000	10,000	0	0	0	0	0
		Total FY2021-2024 30,918				Total FY2025-2028 20,000				Total FY2029-2032 0		

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
SEPTA	\$693,236	\$610,608	\$645,559	\$640,439	\$2,589,842	\$2,561,741	\$2,561,673



## Interstate Management Program for the FY2021 STIP for the DVRPC Subregion



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## I-95 Reconstruction Project Roadmap

The I-95 Corridor 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. This corridor is a limited access facility built in the 1960s, with major sections still under construction in the 1970s and the Girard Point Bridge not opening until the middle of the 1980s.

More than \$2.7 billion has been programmed for PennDOT's long-term, multi-phase initiative to rebuild and improve approximately eight miles of I-95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia in Pennsylvania, also known as Sector A. Over the next decade, PennDOT will focus on reconstructing this 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 individual sub-projects with 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. As of the adoption of the FY2021 TIP, the following sections are currently under construction, the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), and 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 51:, on the next page, shows a breakdown of the individual projects and programming amounts in the FY2021 STIP.

PennDOT has a number of 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), as well as some that are "off-line", e.g. not on the I-95 main-line, that provide benefit or are required for I-95 roadway construction improvements in the corridor. 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 and Columbus Boulevard near Penn's Landing and will re-connect Center City with the Delaware River Waterfront.

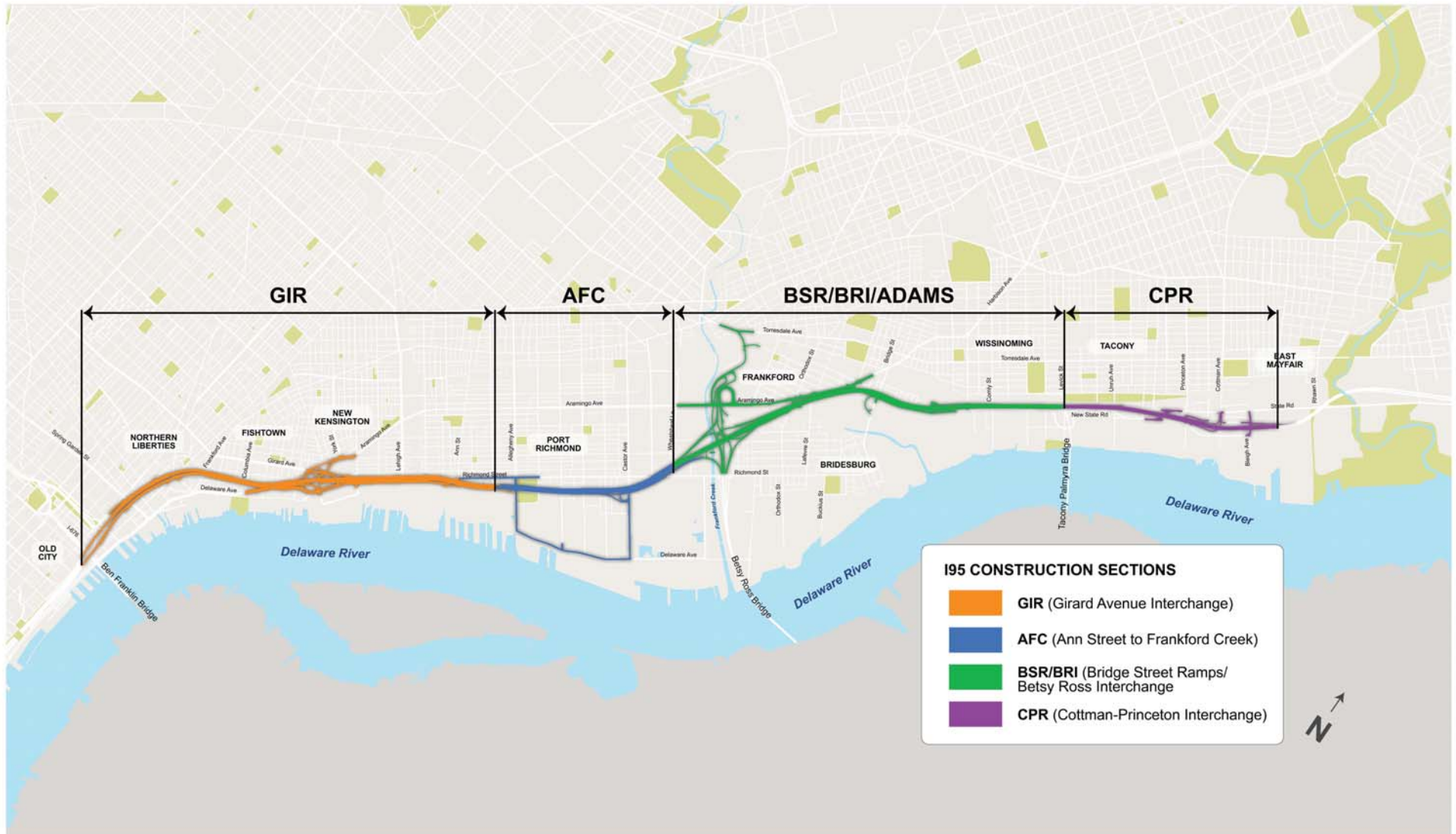
The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29% are located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. 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 51: I-95 FY2021 STIP Funding

	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the FY2021 STIP for PA (\$000)			
					First FY (2021-2024)	Second FY (2025-2028)	Third FY (2029-2032)	Total Amount Programmed
SECTOR A	Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Sts	46,000	18,654		64,654
		BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	16,400	13,300		29,700
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	76,000			76,000
	Levick Street to Bridge Street (BSR)	BS2	79910	I-95: North of Margaret Street to Kennedy Street, and the I-95N on-ramp at the Bridge Street interchange	61,601	152,510	62,254	276,365
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass	1,126	5,970		7,096
		BS5	103563	I-95 Bridge Street Ramps	14,114	37,648	57,846	109,608
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)	12,000	20,600		45,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)	48,901			48,901
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatshaeaf Lane to I-95 north of Margaret St.	47,649	155,000	130,964	333,613
		BR4	103559	I-95 Betsy Ross Mainline SB		122,298	93,030	215,328
		BR5	10356	I-95 Betsy Ross Conrail Bridges		40,000	11,655	51,655
		BR6	103561	I-95 Betsy Ross Interchange Drainage	3,649	4,000		7,649
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek (AFC) (Design)	17,000	36,100		53,100
		AF2	79912	I-95: Allegheny Ave. Interchange	45,138			45,138
		AF3	103557	I-95N Ann St. to Wheatshaeaf Lane, Allegheny Ave. South of Frankford Creek	11,122	140,000	87,218	238,340
		AF4	103558	I-95SB Ann St. to Wheatshaeaf Lane		1,194	209,017	210,211
		GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	24,391	17,355		41,746
	Girard Avenue Interchange (GIR)	GR1	79686	I-95: Columbia Ave. to Ann St.	500			500
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	120,000	25,630		145,630
		GR5	79828	I-95: Race to Shackamaxon Sts.	21,391	171,099	36,744	229,234
		GR6	10355	I-95 Race - Shackamaxon 2 Sts.	60,300	125,000	20,657	205,957
		GR8	103555	I-95 Corridor ITS	34,265			34,265
		GR9	103556	I-95 ATMS (GR9)			83,554	83,554
		95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	3,900	115,927		119,827
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	1,322			1,322
			92581	I-95: Pavement Preservation NB	13,000			13,000
	Other I-95 Projects		46959	I-95 Design Review Manager	4,000			4,000
			92289	I-95 Consultant Management	8,000			8,000
			98207	I-95 Congestion Management	43,000			43,000
		CSXT-Sector C	104343	US 322 over CSX	48,898			48,898
		CAP	106264	I-95 Central Access Philadelphia/Waterfront Access	196,561	41,806		238,367
			106708	I-95 Planning Assistance	400			400
			106654	I-95 Transportation Demand Management (TMA)	500			500
			107709	I-95 Bridge Repairs (95/MB4)	15,784			15,784
			114876	Studies Line Item	4,000	4,000		8,000
Total Amount of Funds Programmed in FY2021 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000):								3,041,942

	Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
	Yellow 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 in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).
	Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.

Source: DVRPC 2020



**I95 SECTOR A**  
Map Of Construction Sections

Figure 11: I-95 Sector A Map of Construction Sections



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# DVRPC FY2021-2024 TIP for PA

Final Version

## 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:** Chester City; Chester Township; Upper Chichester 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581-IM		1,300										
PE	581-IM			1,300									
PE	581-IM				1,300								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								25,927				
		0	1,300	1,300	1,300	30,000	30,000	30,000	25,927	0	0	0	0
Total FY2021-2024				3,900		Total FY2025-2028		115,927		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Interstate Management Program

### Delaware

**MPMS# 92581** **I-95: Pavement Preservation NB**

**LIMITS:** I-95 from Delaware State Line to Philadelphia

Actl Let Date: 6/13/2019

**MUNICIPALITIES:** Chester City; Chester Township; Lower Chichester Township; Ridley Township; Ridley Park Bor

**IMPROVEMENT:** Roadway Rehabilitation

**FC:** 11

**AQ Code:**S10

**PLAN CENTER:**

**IPD:**

**PROJECT MANAGER:** Plans/S. Hasan

**CMP:** Not SOV Capacity Adding

**CMP Subcorridor(s):** 14C, 14D

This project includes milling and repaving of I-95 from the Delaware State Line to 2,000 feet north of PA 420 in Lower Chichester Township, Upper Chichester Township, Chester Township, Chester City, Upland Borough, Ridley Township, Ridley Park Borough, and Tinicum Township in Delaware County. Work will be on mainline and ramps as required. Bituminous pavement will be removed, decks will be repaired and paved on bridges that have been previously overlayed. On bridges with existing concrete decks work will be limited to deck repairs as required. Work also includes updating guide rail, spall repairs on existing concrete medians, and replacing damaged signs, pavement markings, and raised pavement markers.

TIP Program Years (\$ 000)														
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
CON	NHPP-IM*	5,850												
CON	581-IM*	650												
CON	NHPP-IM*		5,850											
CON	581-IM*		650											
		6,500	6,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2021-2024		13,000		Total FY2025-2028				Total FY2029-2032				0
						0				0				

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 104821 I-476 Travel Management

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	<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>	<u>FY2031</u>	<u>FY2032</u>
PE	TOLL												
PE	sSTP	2,250											
FD	TOLL												
FD	sSTP	3,000											
FD	TOLL												
FD	sSTP		2,500										
ROW	TOLL												
ROW	sSTP			250									
UTL	sSTP			300									
CON	TOLL												
CON	sSTP				11,000								
CON	TOLL												
CON	sSTP					11,000							
CON	TOLL												
CON	sSTP						11,000						
CON	sSTP							11,000					
CON	TOLL												
CON	TOLL												
CON	sSTP								10,000				
		5,250	2,500	550	11,000	11,000	11,000	11,000	10,000	0	0	0	0
		Total FY2021-2024		19,300		Total FY2025-2028		43,000		Total FY2029-2032		0	



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## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 112298 SR 476: I-76 Interchange to MacDade

New

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township; Ridley

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on SR 476 from the I-76 interchange to MacDade Blvd. interchange

TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CON	NHPP-IM					18,000					
CON	581-IM					2,000					
CON	NHPP-IM							13,300			
CON	581-IM							1,478			
		0	0	0	0	0	20,000	14,778	0	0	0
Total FY2021-2024		0				Total FY2025-2028		34,778		Total FY2029-2032	
		0								0	

Total For Delaware	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
	\$11,750	\$10,300	\$1,850	\$12,300	\$36,200	\$193,705	\$0

# DVRPC FY2021-2024 TIP for PA

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## 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; Upper Merion Township; West Conshohocken Borough

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	SPK-NHPP	12,000											
FD	TOLL												
ROW	SPK-NHPP		6,400										
ROW	TOLL												
ROW	SPK-NHPP			6,400									
ROW	TOLL												
ROW	SPK-NHPP				6,400								
ROW	TOLL												
UTL	TOLL												
UTL	SPK-NHPP	15,000											
CON	TOLL												
CON	SPK-NHPP			15,000									
CON	SPK-NHPP				20,000								
CON	TOLL												
CON	TOLL												
CON	SPK-NHPP					20,000							
CON	TOLL												
CON	SPK-NHPP						20,000						
CON	TOLL												
CON	SPK-NHPP							20,000					
CON	SPK-NHPP								20,000				
CON	TOLL												

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Pennsylvania - Interstate Management Program

Montgomery												
CON SPK-NHPP									19,634			
CON TOLL												
CON TOLL												
CON SPK-NHPP									19,634			
CON SPK-NHPP										19,634		
CON TOLL												
CON TOLL												
CON SPK-NHPP												19,634
	27,000	6,400	21,400	26,400	20,000	20,000	20,000	20,000	19,634	19,634	19,634	19,634
	Total FY2021-2024		81,200		Total FY2025-2028		80,000		Total FY2029-2032		78,536	

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Montgomery	\$27,000	\$6,400	\$21,400	\$26,400	\$81,200	\$80,000	\$78,536

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 17821** **I-95: Shackamaxon Street to Ann Street (GIR) - Design SR:0095**

**LIMITS:** Shackamaxon Street to Ann Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	NHPP-IM		200										
PE	581-IM		50										
PE	NHPP-IM			800									
PE	581-IM			200									
FD	NHPP-IM	4,629											
FD	581-IM	1,157											
FD	NHPP-IM		4,628										
FD	581-IM		1,157										
FD	NHPP-IM			4,628									
FD	581-IM			1,157									
FD	NHPP-IM				4,628								
FD	581-IM				1,157								
FD	NHPP-IM					4,628							
FD	581-IM					1,157							
FD	NHPP-IM						4,628						
FD	581-IM						1,157						

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### Philadelphia

FD	NHPP-IM							4,628				
FD	581-IM							1,157				
		5,786	6,035	6,785	5,785	5,785	5,785	5,785	0	0	0	0
Total FY2021-2024		24,391		Total FY2025-2028		17,355		Total FY2029-2032		0		

MPMS# 46959 I-95 Design Review Manager SR:0095

LIMITS: Race St. to Neshaminy Creek

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Other

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	NHPP-IM	800											
PE	581-IM	200											
PE	NHPP-IM		800										
PE	581-IM		200										
PE	NHPP-IM			800									
PE	581-IM			200									
PE	NHPP-IM				800								
PE	581-IM				200								
Total FY2021-2024		1,000	1,000	1,000	1,000	0	0	0	0	0	0	0	0
Total FY2025-2028		4,000				0				Total FY2029-2032			
										0			

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## 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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					10,170							
FD	581-IM					1,130							
ROW	NHPP-IM				1,260								
ROW	581-IM				140								
ROW	NHPP-IM					900							
ROW	581-IM					100							
ROW	NHPP-IM						900						
ROW	581-IM						100						
		5,000	0	5,000	6,400	12,300	1,000	0	0	0	0	0	0
	Total FY2021-2024			16,400		Total FY2025-2028		13,300		Total FY2029-2032			0

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatshaeaf 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 Wheatshaeaf 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 Wheatshaeaf 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	NHPP-IM			5,400									
FD	581-IM			600									
FD	NHPP-IM				5,400								
FD	581-IM				600								
FD	NHPP-IM					18,540							
FD	581-IM					2,060							
		0	0	6,000	6,000	20,600	0	0	0	0	0	0	0
Total FY2021-2024				12,000		Total FY2025-2028		20,600		Total FY2029-2032		0	





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## 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PE	581-IM	590											
PE	185-IM	410											
PE	581-IM		590										
PE	185-IM		410										
PE	581-IM			1,180									
PE	185-IM			820									
PE	185-IM				820								
PE	581-IM				1,180								

## Final Version

## Philadelphia

[illegible]

# DVRPC FY2021-2024 TIP for PA

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## 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
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*				30,000								
CON	TOLL												
CON	NHPP-IM*					25,630							
		30,000	30,000	30,000	30,000	25,630	0	0	0	0	0	0	0
Total FY2021-2024				120,000		Total FY2025-2028		25,630		Total FY2029-2032		0	

## 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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	NHPP-IM	4,500											
ROW	581-IM	500											
UTL	NHPP-IM			7,200									
UTL	581-IM			800									
UTL	NHPP-IM				7,552								
UTL	581-IM				839								
CON	TOLL												
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NFP					61,099							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM									36,774			
		5,000	0	8,000	8,391	30,000	61,099	40,000	40,000	36,774	0	0	0
		Total FY2021-2024		21,391		Total FY2025-2028		171,099		Total FY2029-2032		36,774	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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, I-95 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 in the City of Philadelphia. 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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	NFP	10,000											
CON	TOLL												
CON	NHPP-IM		20,000										
CON	TOLL												
CON	NHPP-IM			18,901									
		<b>10,000</b>	<b>20,000</b>	<b>18,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2021-2024</b>			<b>48,901</b>	<b>Total FY2025-2028</b>			<b>0</b>	<b>Total FY2029-2032</b>			<b>0</b>

# Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 79905 I-95: Betsy Ross Mainline Northbound (BR3)

**LIMITS:** Wheatsheaf 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 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. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 northbound over Frankford Creek, Orthodox Street and Margaret Street. Pearce Street will be relocated out from underneath I-95. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). 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)											
<u>Phase</u>	<u>Fund</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>	<u>FY2031</u>	<u>FY2032</u>
ROW	581-IM			3,000									
ROW	581-IM				3,556								
UTL	581-IM			1,093									
CON	TOLL												
CON	NHPP-IM				40,000								
CON	TOLL												
CON	NHPP-IM					35,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM								40,000				
CON	TOLL												
CON	NHPP-IM												
CON	TOLL												
CON	NHPP-IM												
CON	NHPP-IM									130,964			



# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

	0	0	4,093	43,556	35,000	40,000	40,000	40,000	130,964	0	0	0
Total FY2021-2024			47,649		Total FY2025-2028		155,000		Total FY2029-2032		130,964	

**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; and
- Modify the traffic signals at Tacony Street and Van Kirk Street, Tacony Street and Comly Street, and Tacony Street and Newman Co. driveway.

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	<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>	<u>FY2031</u>	<u>FY2032</u>
CON	TOLL												
CON	NHPP-IM*	25,000											
CON	TOLL												
CON	NHPP-IM*		25,000										
CON	TOLL												
CON	NHPP-IM			26,000									
		25,000	25,000	26,000	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		76,000		Total FY2025-2028		0		Total FY2029-2032		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 I-95 Section BSR covers the I-95 reconstruction from just north of Margaret Street to Carver Street, and 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 which will be relocated to the new intersection of Tacony Street and Delaware Avenue in the City of Philadelphia. This project includes work to: (1) reconstruct northbound and southbound I-95 (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) removal of the Bridge Street northbound on-ramp and the James Street southbound off-ramp; (3) reconstruct Tacony Street from Aramingo Avenue to Levick Street; (4) modify the traffic signals at Bridge and Tacony Streets, Bridge and James Streets, Tacony and Fraley Streets, and construct a new traffic signal at Tacony Street and Delaware Avenue; reconstruct Bridge Street to reduce the street width and add pedestrian and bicyclist safety features, and 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	581-IM			2,000									
ROW	581-IM				2,700								
ROW	581-IM					2,510							
UTL	581-IM			3,000									
UTL	581-IM				3,901								
CON	TOLL												
CON	NHPP-IM			20,000									
CON	TOLL												
CON	NHPP-IM				30,000								
CON	TOLL												
CON	NHPP-IM					30,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	TOLL												
CON	NHPP-IM							40,000					
CON	TOLL												
CON	NHPP-IM								40,000				

# Pennsylvania - Interstate Management Program

## Philadelphia

CON	TOLL												
CON	NHPP-IM									62,254			
		0	0	25,000	36,601	32,510	40,000	40,000	40,000	62,254	0	0	0
		Total FY2021-2024				61,601	Total FY2025-2028			152,510	Total FY2029-2032		62,254

**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:S19

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. New signals are not interconnected. 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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	NHPP-IM	4,008											
ROW	581-IM	445											
CON	TOLL												
CON	NHPP-IM	15,000											
CON	TOLL												
CON	NHPP-IM		15,000										
CON	TOLL												
CON	NHPP-IM			10,685									
		19,453	15,000	10,685	0	0	0	0	0	0	0	0	0
		Total FY2021-2024		45,138		Total FY2025-2028		0		Total FY2029-2032		0	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 80014 I-95: Utility Relocation &amp; Surface Sts (CP3)

LIMITS: Cottman-Princeton Utility, Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC:

AQ Code:S10

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 a construction breakout of Section CPR (MPMS #47394).

Utility relocation consists of relocating Philadelphia Water Dept sewer (114"-) main in Wissinoming Street (between Princeton and Bleigh Avenues). Associated roadway work includes pavement reconstruction on: Wissinoming Street, Milnor Street (between New State Rd and Bleigh Avenue) and Bleigh Avenue (between Milnor Street and State Rd). Left turn lanes will be added to SR 73 (New State Road) at Magee Avenue. Additional traffic, bicycle and pedestrian operational improvements will be made on surface streets that are part of the Cottman/Princeton interchange. Additional construction includes 1 retaining wall and traffic signal construction and/or timing modifications at up to 4 locations.

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 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 47394, 79683 and 79685.

## TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
FD	581-IM	500											
FD	581-IM		500										
CON	TOLL												
CON	NHPP-IM		15,000										
CON	TOLL												
CON	NHPP-IM			15,000									
CON	TOLL												
CON	NHPP-IM				15,000								
CON	TOLL												
CON	NHPP-IM					18,654							
		500	15,500	15,000	15,000	18,654	0	0	0	0	0	0	0
		Total FY2021-2024		46,000		Total FY2025-2028		18,654		Total FY2029-2032		0	

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## 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	<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>	<u>FY2031</u>	<u>FY2032</u>
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 FY2021-2024		8,000		Total FY2025-2028				Total FY2029-2032			
								0					0

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## 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:** Intersection/Interchange Improvements

**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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
PRA	TOLL												
PRA	NHPP-IM	6,500											
PRA	TOLL												
PRA	NHPP-IM		10,000										
PRA	TOLL												
PRA	NHPP-IM			16,500									
PRA	TOLL												
PRA	NHPP-IM				10,000								
		6,500	10,000	16,500	10,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		43,000		Total FY2025-2028				Total FY2029-2032			
						0				0			

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## 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	<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>	<u>FY2031</u>	<u>FY2032</u>
ROW	NHPP-IM	4,500											
ROW	581-IM	500											
ROW	NHPP-IM		4,500										
ROW	581-IM		500										
UTL	NHPP-IM	4,635											
UTL	581-IM	515											
UTL	NHPP-IM		4,635										
UTL	581-IM		515										
CON	TOLL												
CON	NHPP-IM			20,000									
CON	TOLL												
CON	NHPP-IM				20,000								
CON	TOLL												
CON	NHPP-IM					20,000							
CON	TOLL												
CON	NHPP-IM						35,000						
CON	NHPP-IM							35,000					
CON	TOLL												
CON	TOLL												
CON	NHPP-IM								35,000				
CON	TOLL												
CON	NHPP-IM									20,657			

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## Pennsylvania - Interstate Management Program

### Philadelphia

10,150	10,150	20,000	20,000	20,000	35,000	35,000	35,000	20,657	0	0	0
Total FY2021-2024		60,300		Total FY2025-2028		125,000		Total FY2029-2032		20,657	

**MPMS# 103555 I-95 Corridor ITS (GR8)**

**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	<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>	<u>FY2031</u>	<u>FY2032</u>
UTL	NHPP-IM	450											
UTL	581-IM	50											
CON	TOLL												
CON	NHPP-IM		13,765										
CON	TOLL												
CON	NHPP-IM			10,000									
CON	TOLL												
CON	NHPP-IM				10,000								
		500	13,765	10,000	10,000	0	0	0	0	0	0	0	0
		Total FY2021-2024		34,265		Total FY2025-2028		0		Total FY2029-2032		0	



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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 103556 I-95 ATMS (GR9)

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>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>	<u>FY2031</u>	<u>FY2032</u>
UTL	581-IM								805				
UTL	581-IM									500			
CON	TOLL												
CON	NHPP-IM									83,054			
		0	0	0	0	0	0	0	805	83,554	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			805	Total FY2029-2032		83,554	



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## 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM			4,050									
ROW	581-IM			450									
ROW	NHPP-IM				4,050								
ROW	581-IM				450								
UTL	NHPP-IM			955									
UTL	581-IM			106									
UTL	NHPP-IM				955								
UTL	581-IM				106								
CON	TOLL												
CON	NHPP-IM					20,000							
CON	TOLL												
CON	NHPP-IM						40,000						
CON	NHPP-IM							40,000					

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## Pennsylvania - Interstate Management Program

Philadelphia												
CON	TOLL											
CON	NHPP-IM							40,000				
CON	TOLL											
CON	TOLL											
CON	NHPP-IM								87,218			
		0	0	5,561	5,561	20,000	40,000	40,000	40,000	87,218	0	0
		Total FY2021-2024		11,122		Total FY2025-2028		140,000		Total FY2029-2032		87,218

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103558** **I-95 Southbound: Ann Street to Wheatshaeaf Lane (AF4)**

**LIMITS:** I-95 Ann St to Wheatshaeaf 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 Wheatshaeaf 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 Wheatshaeaf 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
ROW	NHPP-IM								537				
ROW	581-IM								60				
UTL	NHPP-IM							537					
UTL	581-IM							60					
CON	TOLL												
CON	NFP									61,099			
CON	NHPP-IM									147,918			
		0	0	0	0	0	0	597	597	209,017	0	0	0
Total FY2021-2024					0	Total FY2025-2028		1,194		Total FY2029-2032		209,017	

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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 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. This includes the demolition and/or replacement of numerous structures including new bridges for I-95 southbound over Frankford Creek, Orthodox Street 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 AdvanSix 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NFP							61,099					
CON	TOLL												
CON	NFP								61,099				
CON	TOLL												
CON	NHPP-IM									93,030			
		0	0	0	0	0	0	61,099	61,099	93,030	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			122,198	Total FY2029-2032			93,030

# DVRPC FY2021-2024 TIP for PA

Final Version

## 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, or 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM							20,000					
CON	TOLL												
CON	NHPP-IM								20,000				
CON	TOLL												
CON	NHPP-IM									11,655			
		0	0	0	0	0	0	20,000	20,000	11,655	0	0	0
		Total FY2021-2024			0	Total FY2025-2028			40,000	Total FY2029-2032			11,655

## 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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM				3,649								
CON	TOLL												
CON	NHPP-IM					4,000							
		0	0	0	3,649	4,000	0	0	0	0	0	0	0
		Total FY2021-2024		3,649		Total FY2025-2028		4,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 107698 I-76 Bridge Repair Section SRE

LIMITS: University Avenue through Arch Street

Actl Let Date: 11/1/2018

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

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 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. This project also includes the repair of a structure that carries I-76 over PA 23 and Arrowmink Creek in Conshohocken.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL												
CON	NHPP-IM*	5,336											
CON	NHPP-IM*		5,336										
CON	TOLL												
CON	NHPP-IM*			5,336									
CON	TOLL												
CON	TOLL												
CON	NHPP-IM*				5,336								
		5,336	5,336	5,336	5,336	0	0	0	0	0	0	0	0
		Total FY2021-2024		21,344		Total FY2025-2028				0			
										Total FY2029-2032			
										0			

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

LIMITS: I-95 Corridor

Est Let Date: 9/12/2019

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement

FC:

AQ Code:S19

PLAN CENTER:

IPD: 23

PROJECT MANAGER: HNTB/N.Velaga

CMP: Not SOV Capacity Adding

The I-95 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. 10 of the 12 structures will require additional repairs such as substructure concrete and beam repairs, replacements of leaking deck expansion joints and frozen sliding plate bearing.

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	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM*	3,551											
CON	581-IM*	395											
CON	NHPP-IM*		3,551										
CON	581-IM*		395										
CON	NHPP-IM*			3,551									
CON	581-IM*			395									
CON	NHPP-IM*				3,551								
CON	581-IM*				395								
		3,946	3,946	3,946	3,946	0	0	0	0	0	0	0	0
		Total FY2021-2024		15,784		Total FY2025-2028		0		Total FY2029-2032		0	

MPMS# 112299 I-76: Route 1 - I-676

New

LIMITS: Route 1 to I-676

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not SOV Capacity Adding

Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from Route 1 to I-676 (Vine St. Expressway) in the City of Philadelphia, Philadelphia County.

#### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM						9,517						
CON	581-IM						1,057						
CON	NHPP-IM							13,500					
CON	581-IM							1,500					
CON	NHPP-IM								13,500				
CON	581-IM								1,500				
		0	0	0	0	0	10,574	15,000	15,000	0	0	0	0
		Total FY2021-2024		0		Total FY2025-2028		40,574		Total FY2029-2032		0	



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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 114876 *Studies Line Item*

New

LIMITS: City of Philadelphia

No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Chuck Davies ADE Design

CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

#### 113762 Broad Street Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113763 Walt Whitman Bridge Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113764 Penn's Landing Interchange

This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

#### 113765 Christopher Columbus Boulevard Offline

This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

### TIP Program Years (\$ 000)

Phase	Fund	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
STUD	TOLL												
STUD	NHPP-IM			2,000									
STUD	TOLL												
STUD	NHPP-IM				2,000								
STUD	TOLL												
STUD	NHPP-IM					2,000							
STUD	TOLL												
STUD	NHPP-IM					2,000							
		0	0	2,000	2,000	2,000	2,000	0	0	0	0	0	0
		Total FY2021-2024		4,000		Total FY2025-2028		4,000		Total FY2029-2032		0	

# DVRPC FY2021-2024 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

Total For	2021	2022	2023	2024	2021-2024	2025-2028	2029-2032
Philadelphia	\$132,671	\$160,232	\$226,807	\$222,225	\$741,935	\$1,088,019	\$735,123

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## CHAPTER 10:

# Major Project Status Report

## State Transportation Improvement Program (STIP) for Pennsylvania (FY2019 - FY2022)

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 FY2019-FY2022 STIP.

Table 52: Major Project Status Report - Transit

TRANSIT			
MPMS#	County	Project Name	Project Status
15407	SEPTA	Villanova Intermodal Station	Active and ongoing project that is being advanced in phases. Phase 1 is complete and Phase 2 will begin CON in FY23.
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.
60255	SEPTA	Regional Rail Signal Modernization Program	Program complete; however, the Positive Train Control project is ongoing and details are included in the Communications, Signals, & Technology Improvements Program (MPMS# 102571).
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	Active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) is complete. Phase 3 (Interlocking Reconfiguration) is in design. Phase 4 (Inter-Station Connections) is in design. Phase 5 (City Hall Station) is in design.
60540	SEPTA	Parking Improvements	This is an active and annual program.
60574	SEPTA	Paoli Transportation Center	Active and ongoing project that will be completed in phases. Phase 1 is complete and Phase 2 will advance in outer years.
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)	Active and ongoing project that will be completed in phases. Phase 1 of the project is complete and included the complete design, partial deployment and testing of the data network and the SEPTA Key system. Phase 2 is substantially complete and included the installation of the system on Bus, Trolley, Trackless Trolley, and High Speed Lines. Phase 3 of the project is underway and includes Key implementation on Regional Rail, Parking Operations, and CCT.

Source: DVRPC 2020

Table 53: 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 currently 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	Program complete.
73214	SEPTA	Ardmore Transportation Center	This is an active and ongoing project that will be completed in phases. Phase 1 is in construction and phase 2 will be implemented in the outer years.
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 will be completed in phases. Phase 1 is complete and phases 2 & 3 will be implemented in the outer years.
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.

Source: DVRPC 2020

Table 54: Major Project Status Report – Bucks County

BUCKS COUNTY		
MPMS#	Project Name	Project Status
12923	Bristol Road Extension	Project is currently active in Preliminary Engineering.
12931	Worthington Mill Rd Br (Bridge)	Project is currently active in Final Design.
12965	Lawn Avenue SR:4033	Project is currently active in Preliminary Engineering.
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek SR:0663	Project is currently active in Final Design.
13549	US 1 (Bridges) Design (Section 03S) SR:0001	Project is currently active in Final Design.
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements SR:2029	Project is currently active in Final Design.
13727	Bristol Road Intersection Improvements SR:2025	Project is currently active in Final Design.
50634	County Line Road Restoration (M04)(3R) SR:2038	Project is currently active in Final Design.
57619	Route 313 Corridor Improvements SR:0313	Project is currently active in Final Design.
64778	State Road SR:2002	Project is currently active in Final Design.
78516	Bridge Replacement Brownsville Road	Project is currently active in Final Design.
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)	Project has been Let.
92582	I-95 Philadelphia to Scudder Falls	Project has been Let.t
93444	Route 1 Improvement-South (RC1)	Project has been Let.t
93445	Route 1 Improvement-North (RC2)	Project is currently active in Final Design.
93446	Route 1 Improvement Frontage Corridor (RC3)	Project is currently active in Final Design. Construction funding pushed out to Long-Range Plan.
102272	Holland Road at Buck Road and Route 532	Project is currently active in Final Design.
107794	Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements SR:2033	Project is currently active in Final Design.
110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement	In the process of preparing the advertisement for consultant selection.

Source: DVRPC 2020

Table 55: Project Status Report – Chester County

CHESTER COUNTY		
MPMS#	Project Name	Project Status
14541	US 1, Baltimore Pike Widening	Project is currently active in Final Design.
14580	US 1 Expressway Reconstruction (South)	Project is currently active in Final Design.
14581	US 1 Expressway Reconstruction (North)	Project is currently active in Preliminary Engineering.
14698	US 422, Reconstruction (M2B)	Project is currently active in Final Design.
47979	North Valley Road over Amtrak	Project is currently active in Final Design.
59434	Schuylkill River Trail (Q20)	Project has been Let.
64220	US 422 Expressway Reconstruction (M03)	Project is currently active in Final Design.
85949	SR 896 Safety Improvement	Project is currently active in Final Design.
86301	LancasterAve/BrandywineCk	Project is currently active in Final Design.
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	Project is currently active in Preliminary Engineering. Majority of construction funding pushed out to Long-Range Plan.

Source: DVRPC 2020

Table 56: Project Status Report – Chester County (cont.)

CHESTER COUNTY		
MPMS#	Project Name	Project Status
90612	Boot Road o/ Amtrak (Bridge)	Project is currently active in Final Design.
92733	Downingtown Pk over/E Branch Brandywine (Bridge)	Project has been Let.
107551	SR30/SR10 to Business 30 Interchange Improvement	Project is currently active in Preliminary Engineering.
107553	SR30 & Airport Rd Interchange Improvement	Project is currently active in Final Design.
107554	US30 & PA82 Interchange Improvement	Project is currently active in Preliminary Engineering.
110312	Baltimore Pike/Newark Road Intersection Improvements	Project is currently active in Preliminary Engineering.

Source: DVRPC 2020

Table 57: Major Project Status Report – Delaware County

DELAWARE COUNTY		
MPMS#	Project Name	Project Status
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	Project has been Let.
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	Project is currently active in Preliminary Engineering. Construction funding pushed out to Long-Range Plan.
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	Project is currently active in Final Design.
15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	Project is currently active in Preliminary Engineering.
69665	South Creek Road Bridge Over Brandywine Creek	Project is currently active in Final Design.
69817	US 322, Featherbed Lane to I-95 (Section 102)	Project is currently active in Final Design.
70228	I-476, MacDade Boulevard Ramp Improvements	Project is currently active in Final Design.
79329	Bridgewater Road Extension	Project is currently active in Preliminary Engineering.
88400	US 1, Chester County Line to Pole Cat Road	Project is currently active in Final Design.
90128	PA 252 Palmers Mill Road Bridge over Springton Dam Spillway	Project has been Let.
92323	Wanamaker Ave o/ Darby Ck (Bridge)	Project is currently active in Final Design.
92581	I-95: Pavement Preservation NB	Project has been Let.
92808	Marshall Rd o/ Cobbs Crk (Bridge)	Project is currently active in Preliminary Engineering.
93105	State Rd o/Darby Creek (Bridge)	Project is currently active in Final Design.
103217	Main Street Grade Crossing	Project is currently active in Final Design.
103744	I-95 Pavement Preservation SB	Project has been Let.
104343	US 322 over CSX (Bridge)	Project is currently active in Final Design.
104821	I-476 Travel Management	Project is currently active in Preliminary Engineering.
108910	I-95 Noise Abatement	Project is currently active in Preliminary Engineering.

Source: DVRPC 2020



Table 58: Major Project Status Report – Montgomery County

MONTGOMERY COUNTY		
MPMS#	Project Name	Project Status
16214	PA 611, Old York Road Over SEPTA West Trenton Line (Bridge)	Project is currently active in Final Design.
16334	PA 73, Church Road Intersection and Signal Improvements	Project is currently active in Final Design.
16408	Fruitville Rd Bridge Over Perkiomen Ck	Project is currently active in Final Design.
16577	Ridge Pike, Harmon Road to Crescent Avenue Reconstruction and Signal Upgrade	Project is currently active in Final Design.
16599	PA 320 at Hanging Rock	Project is currently active in Final Design.
16705	Chester Valley Trail Extension (C036)	Project has been Let.
16738	US 422 Expressway Section M1B	Project is currently active in Final Design.
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Project is currently active in Preliminary Engineering.
48174	PA 63, Welsh Rd.	Project is currently active in Final Design.
48175	Ridge Pike, PA Turnpike to Butler Pike	Project is currently active in Final Design.
63486	US 202, Johnson Highway to Township Line Road (61S)	Project is currently active in Final Design.
63490	US 202, Township Line Road to Morris Road (61N)	Project has been Let.
63491	US 202, Morris Road to Swedesford Road (65S)	Project has been Let.
63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A))	Project is currently active in Final Design.
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Project is currently active in Right-of-Way. Construction funding pushed out to Long-Range Plan.
64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)	Project is currently active in Final Design.
66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	Project is currently active in Final Design.
77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Project is currently active in Final Design.

Source: DVRPC 2020

Table 59: Major Project Status Report – Montgomery County (cont.)

MONTGOMERY COUNTY		
MPMS#	Project Name	Project Status
80021	US 202, Markley Street Improvements (Section 510)	Project has been Let.
83742	Keim Street Bridge Over Schuylkill River	Project is currently active in Final Design.
92839	Ridge Pike o/ Norfolk Southern RR bridge	Project is currently active in Final Design.
102273	Second Collegeville Bridge Crossing	Project is currently active in Final Design. Title changed to Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing. Scope changed to operational improvements and actual second bridge pushed out to Unfunded Vision of the Long-Range Plan.
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	Project is currently active in Final Design.
106662	I-76 Integrated Corridor Management	Project is currently active in Preliminary Engineering.
110313	Belmont Ave Bridge over Schuylkill River	Preliminary Engineering expected to begin in FY21.
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection	Project is currently active in Preliminary Engineering.
110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Project is currently active in Preliminary Engineering.
111005	Conshohocken Garage (I-76 ICM)	\$2M CMAQ funding FLEXed to SEPTA for design. Awaiting obligation
112472	Pleasantview & Park Road Bridges	Project has been Let.

Source: DVRPC 2020

Table 60: Major Project Status Report – Philadelphia County

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
12886	ADA Ramps 2020 Philadelphia	Project is currently active in Final Design.
17511	City Ave o/ SEPTA (Bridge)	Project is currently active in Final Design.
17697	Island Avenue Signal Upgrade	Project is currently active in Final Design.
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	Project is currently active in Final Design.
47811	Bridge Street Design (Section BSR)(IMP)	Project is currently active in Final Design.

Source: DVRPC 2020

Table 61: Major Project Status Report – Philadelphia County (cont.)

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	Project is currently active in Final Design.
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	Project is currently active in Final Design.
57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	Project is currently active in Final Design.
57902	City Wide 3R Betterments	Project is a Line Item. Projects have been broken out to Citywide Resurfacing Contracts 109, 110, and ADA Ramps 3.
69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	Project is currently active in Final Design.
70231	Swanson Street Reconstruction	Project is currently active in Final Design.
75804	University Av/CSX Rail (Bridge)	Project is currently active in Final Design.
78757	JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)	Project is currently active in Final Design.
78764	W Girard Ave O/CSX (Bridge)	Project is currently active in Final Design.
79827	I-95 Southbound: Columbia-Ann St N (GR4)	Project has been Let.
79828	I-95 Northbound: Race - Shackamaxon (GR5)	Plans currently in Right-of-Way Unit.
79904	I-95: Betsy Ross Section Ramps A&B (BR2)	Project has been Let.
79905	I-95: Betsy Ross Mainline Northbound (BR3)	Project is currently active in Final Design.
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	Project has been Let.
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	Project is currently active in Final Design.
79911	I-95: Allegheny Ave Interchange Advance Contract (AF1)	Project has been Let.
79912	I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)	Project is currently active in Final Design.
80014	I-95, Utility Relocation & Surface Sts (CP3)	Project is currently active in Final Design.
80104	Henry Ave Corridor Safety Improvements, Phase 1	Project is currently active in Final Design.
81292	Frankford Av/Frankford Ck (Bridge)	Project is currently active in Final Design.

Source: DVRPC 2020

Table 62: Major Project Status Report – Philadelphia County (cont.)

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
83736	Roosevelt Blvd over Wayne Junction (WAV) (Bridge)	Project has been Let.
88085	Byberry Road Bridge Replacement	Project is currently active in Final Design.
92147	Broad St over Loading dock (Bridge)	Project has been Let.
92554	Ridge Ave Over Amtrak (Bridge)	Project is currently active in Preliminary Engineering.
98207	I-95 Congestion Management	Ongoing Congestion Management Activities.
98229	59th Street over AMTRAK (Bridge)	Project is currently active in Preliminary Engineering.
103553	I-95 Southbound: Race to Shackamaxon (GR6)	Project is currently active in Final Design.
103555	I-95 Corridor ITS (GR8)	Project is currently active in Final Design.
103556	I-95 ATMS (GR9)	Ongoing projects for various Active Traffic Management System.
103557	I-95 Northbound: Ann Street to Wheatsheaf Lane (AF3)	Project is currently active in Preliminary Engineering.
103558	I-95 Southbound: Ann Street to Wheatsheaf Lane (AF4)	Project is currently active in Preliminary Engineering.
103559	I-95: Betsy Ross Mainline Southbound (BR4)	Project is currently active in Preliminary Engineering.
103560	I-95: Betsy Ross Section Conrail Bridges (BR5)	Project is currently active in Preliminary Engineering.
103563	I-95: Bridge Street Ramps (BS5)	Project is currently active in Final Design.
105488	Citywide Resurfacing 105	Project has been Let.
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	Project is currently active in Final Design.
107698	I-76 Bridge Repair Section SRE	Project has been Let.
107709	I-95 Bridge Repairs (95/MB4)	Project has been Let.
108090	Citywide Resurfacing 106	Project has been Let.
108092	Citywide Resurfacing 107	Project is currently active in Final Design.
108095	Citywide Resurfacing 108	Project is currently active in Final Design.
110314	30th Street Viaduct over 30th Street Lower (Bridge)	Project is currently active in Preliminary Engineering.
110415	Schuylkill Banks Christian to Crescent (TIGER)	Project is currently active in Final Design.

Source: DVRPC 2020

Table 63: Major Project Status Report – Various Counties

Various Counties		
MPMS#	Project Name	Project Status
109599	Bridge Group U	Project is currently active in Final Design.
110494	Regional Traffic Management Cntr	Project has been Let.

Source: DVRPC 2020



# APPENDIX A

## Board Resolutions

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**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission (DVRPC)*

**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 which require the MPO to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning and programming process have been met; 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 (TIP), Long Range Plan (LRP) and planning process; and

**WHEREAS**, the Transportation Improvement Program 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 integrate 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**, 49 U.S.C. 5310 and FTA C 9070.1G require the collaborative development of a Coordinated Public Transit-Human Services Transportation Plan (CHSTP) which follows the update cycle of the metropolitan long range plan, and DVRPC's state, county, and transit agency partners rely on DVRPC as the steward of the Coordinated Plan for our region, and the Coordinated Plan of record for our Pennsylvania counties, DVRPC convenes our partners to maintain an updated plan (currently titled Equity Through Access) on the required cycle; 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 (42 U.S.C. § 2000d et seq., 78 stat. 252), Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964 (49 CFR Part 21), U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964 ( 28 C.F.R. section 50.3) and the Title VI assurances 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); and Executive Order #13166 “Improving Access to Services for Persons with Limited English proficiency” 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 is being met and; Section 324 of Title 23 U.S.C., regarding prohibition of discrimination based on gender has been met; and

**WHEREAS**, on October 11-12, 2018, FTA and FHWA conducted the 4-year Federal Certification Review of DVRPC's metropolitan transportation planning process for the Philadelphia urbanized area, and certified DVRPC's process subject to addressing one Corrective Action relating to USDOT Order 1050.2A covering the inclusion of updated Title VI Assurances in all contracts DVRPC lets, and effective January 14, 2019 DVRPC has amended the standard articles and Assurances for all contracts, and the Certification Review Final Report, dated February 20, 2019 indicates that the Federal Review Team considers this Corrective Action addressed; and

**WHEREAS**, 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts is being met; and

**WHEREAS**, the requirements of Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects have been met; and

**WHEREAS**, the provisions of the Americans with Disabilities of 1990, Act 42 U.S.C. 12101 et seq., and Section 504 of the Rehabilitation Act of 1973, (29 U.S.C 794), 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**, 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-FY20-006

Renee Wise

Digitally signed by Renee Wise  
DN: cn=Renee Wise, o=DVRPC, ou,  
email=renee.wise@dvrpc.org, c=US  
Date: 2020.07.24 09:44:43 -0400

Renee Wise, Recording Secretary

**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**Adoption of the Conformity Finding of the Draft Amendment to the DVRPC *Connections 2045* Long-Range Plan (*Plan*), FY2020 New Jersey and Draft FY2021 Pennsylvania Transportation Improvement Programs (*TIPs*)**

**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 March 2012; and,

**WHEREAS**, the nine-county DVRPC planning area has been designated by the US EPA as a nonattainment area for ozone for the 1997, 2008, and 2015 eight-hour ozone standard, Delaware County has been designated a maintenance area for the 2012 annual fine particulate matter (PM<sub>2.5</sub>) standard, and the nine-county planning area is part of two maintenance areas for the annual and 24-hour PM<sub>2.5</sub> standards; as required by CAAA under the respective ozone and PM<sub>2.5</sub> 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 Plans (SIPs) 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 as this area was in maintenance for the 1997 ozone standard at the time of 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 which 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<sub>2.5</sub>, and PM<sub>2.5</sub> precursors for transportation conformity purposes in the nine-county DVRPC planning area; and,

**WHEREAS**, applicable SIP budget tests are performed for ozone and PM<sub>2.5</sub> 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, 2008, and 2015 ozone standard, and below the established MVEB test for PM<sub>2.5</sub> and PM<sub>2.5</sub> precursor NO<sub>x</sub> in the relevant PM<sub>2.5</sub> 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, the DVRPC FY2020 TIP for New Jersey, and the Draft FY2021 TIP for Pennsylvania conform to the relevant State Implementation Plans, 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 23<sup>rd</sup> day of July 2020 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-FY21-001.

**Renee Wise** Digitally signed by Renee Wise  
DN: cn=Renee Wise, o=DVRPC, ou,  
email=renee.wise@dvrpc.org, c=US  
Date: 2020.07.24 09:20:23 -04'00'

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Renee Wise, Recording Secretary

**RESOLUTION***By the Board of the Delaware Valley Regional Planning Commission***ADOPTION OF THE JULY 2020 AMENDMENT TO THE CONNECTIONS 2045 PLAN FOR GREATER PHILADELPHIA, UPDATING THE LONG-RANGE PLAN FOR THE DVRPC REGION**

**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**, the DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia, Camden and Trenton metropolitan area as required by Title 23 Section 134 and Title 49 Section 1607 of the U.S. Code; and,

**WHEREAS**, transportation funding constraints limit the region's ability to fully advance the goals of the *Connections 2045 Plan*, particularly to establish an integrated, multimodal transportation network; and,

**WHEREAS**, the Amendment to the *Connections 2045 Plan* identifies a set of major regional transportation projects able to be funded with reasonably anticipated revenues, which reflects shifting revenues between PennDOT's Interstate Management Program and regional formula funds; while maintaining an unfunded aspirational transportation vision; and,

**WHEREAS**, the Amendment to the *Connections 2045 Plan* incorporates and implements FHWA and FTA transportation performance management (TPM) requirements set in Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation legislation to track performance measures and set targets for roadway safety, roadway conditions, roadway performance, transit asset conditions, and transit safety; and,

**WHEREAS**, a demonstration of conformity has been conducted indicating that emissions of transportation-related pollutants will not exceed the applicable State Implementation Plan (SIP) budgets, and DVRPC certifies that the Amendment to the *Connections 2045 Plan* will conform to the purposes of the respective SIP of Pennsylvania and New Jersey, and the Clean Air Act as amended under the Final Conformity Rule; and,

**WHEREAS**, copies of the draft Amendment to the *Connections 2045 Plan* were released for public comment from May 26 through June 29 of 2020 with two virtual public meetings held on June 17, 2020; and,

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

**NOW, THEREFORE, BE IT RESOLVED**, that the Amendment to the *Connections 2045 Plan for Greater Philadelphia*, the Long-Range Plan for the Greater Philadelphia Region, is adopted.

Adopted this 23rd day of July 2020

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-FY21-002.

Renee Wise

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email=renee.wise@dvrpc.org,  
c=US  
Date: 2020.07.24 09:21:19 -04'00'

Renee Wise, Recording Secretary

B-FY21-002

**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**Adoption of the DVRPC FY2021 Transportation Improvement Program (TIP)  
for Pennsylvania (FY21-FY24)**

**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, 2008, and 2015 eight-hour ozone standard, portions of Philadelphia have been designated as a maintenance area for carbon monoxide (CO), the nine-county planning area is part of two maintenance areas for the annual and 24-hour fine particulate matter (PM<sub>2.5</sub>) standards, and Delaware County has been designated a maintenance area for the 2012 annual PM<sub>2.5</sub> standard, as required by CAAA under the respective ozone, CO, and PM<sub>2.5</sub> 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 March 2012; 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 2025, 2035 and 2045 and direct PM2.5 and PM2.5 precursors in Delaware County are less in 2022 and 2030 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 FY2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21-FY24) 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 FY2021 Transportation Improvement Program for Pennsylvania (FY21-FY24) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 23<sup>rd</sup> day of July 2020 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-FY21-003.

Renee Wise

Digitally signed by Renee Wise  
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Renee Wise, Recording Secretary



# APPENDIX B

## PennDOT Financial Guidance



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# ***PENNSYLVANIA 2021 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE***

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## **INTRODUCTION**

One of the first crucial steps in the biennial update of Pennsylvania's Twelve Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial 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.

## **2021 TRANSPORTATION PROGRAM UPDATE**

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 24, 2019 with the following recommendations:

- Unchanged formulas for the first and second year of the 2021 Transportation Program for most funding categories.
- New formulas, in certain categories, for the remaining ten years of the Program that reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs.
- Due to the expiration of the FAST Act and uncertainty with the viability of the Highway Trust Fund, anticipated available federal highway, bridge and transit funds reflect zero percent revenue growth from anticipated 2020 apportionment levels for the entire twelve years of the Program.
- State Highway and Bridge Funds reflect estimated revenues to 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 the programming of each project to reflect “year of expenditure” requirements on base year cost estimates.
- The Interstate Management Program will continue to be managed at a statewide level but with additional funding.
- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program 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.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2021 Transportation Program Financial Guidance* and *Pennsylvania 2021 Transportation Program General and Procedural Guidance* at the Planning Partners Meeting, on July 16, 2019.

## **FUNDING**

Pennsylvania’s 2021 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- State Appropriation 581 funding for highway capital projects
- State Appropriations 183 and 185 funding for bridge capital projects
- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness and schedules and estimated funding availability. Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

### **Highway and Bridge Funding Distribution**

The distribution of federal funds is provided through updated 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. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP):**
  - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Transportation Performance Management (TPM) requirements. An amount equal to 26/55<sup>ths</sup> of available NHPP funds are set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is set-aside for Interstates in each subsequent year until a total of \$1 billion is realized by year eight of the TYP.
  - Twenty percent of the balance of NHPP funds remaining after these additional funds for the interstate system are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
  - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2021 and 2022		2023 through 2032	
65% Bridge > 20 feet	4/5 Poor Deck Area (52%)	40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/5 Deck Area All Bridges (13%)		1/4 Bridge AMF (10%)
35% Highway	1/6 Vehicle Miles Travelled (VMT) (5.8%)	60% Highway	1/4 Lane Miles (15%)
	1/6 Truck VMT (5.8%)		1/4 VMT (15%)
	1/3 Lane Miles (11.7%)		1/4 Truck VMT (15%)
	1/3 Poor International Roughness Index (IRI) (11.7%)		1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 7.
- **Surface Transportation Block Grant Program (STP, STN, STR):**
  - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
  - An average of \$13 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
  - Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2021 and 2022		2023 through 2032	
65% Bridge > 20 feet	4/5 Poor Deck Area (52%)	40% Bridge > 20 feet	Deck Area All Bridges (40%)
	1/5 Deck Area All Bridges (13%)		
35% Highway	1/6 VMT (5.8%)	60% Highway	1/2 Lane Miles (30%)
	1/6 Truck VMT (5.8%)		1/4 VMT (15%)
	1/3 Lane Miles (11.7%)		1/4 Truck VMT (15%)
	1/3 Poor IRI (11.7%)		

- **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.

- **Off System Bridges (BOF):**
  - Funding for minor collector and local functional class bridges will utilize the following formula:

2021 and 2022	2023 through 2032
4/5 Poor Deck Area (80%)	Deck Area All bridges (100%)
1/5 Deck Area All Bridges (20%)	

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- **Highway Safety Improvement Program (HSIP):**
  - \$35 million in funding for this program will be reserved statewide for various safety initiatives.
  - \$12 million is divided evenly amongst the urban and rural regions to provide a \$500,000 base amount of funding as a means to address High Risk Rural Roads and systemic safety projects.
  - The remaining funding will be allocated to MPOs and RPOs based on a 25:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.
- **Congestion Mitigation and Air Quality (CMAQ):**
  - In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, \$25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than \$23 million of this reservation. Remaining funds will be from the STP category.

- Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each region's air quality classification. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.
- **National Highway Freight Program (NFP):**
  - Funding for this program will be reserved for the Interstate Management Program.
- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
  - The FAST Act requires 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 (TAP) are 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.
- **Railway-Highway Crossings, Section 130 (RRX):**
  - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
  - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher costs projects.
- **Highway (Capital) Funding (State):**
  - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
  - \$25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Governor.
  - An average of \$29 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
  - Remaining state highway funds will be distributed based upon the regional share of these factors:

<b>2021 and 2022</b>	<b>2023 through 2032</b>
1/3 VMT (33.3%)	1/4 VMT (25%)
1/3 Lane Miles (33.3%)	1/4 Truck VMT (25%)
1/3 Poor IRI (33.3%)	1/2 Lane Miles (50%)

- **Bridge Funding (State):**

- Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2021 and 2022	2023 through 2032
4/5 SD Deck Area (80%)	Deck Area All bridges (100%)
1/5 Deck Area All Bridges (20%)	

- Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

**The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program.** The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF):**

- This funding is earmarked for specific projects that were authorized by ISTEA, TEA-21, SAFETEA-LU and other federal legislation.

- **Appalachia Development Highway (APD/APL):**

- 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).

- **All Discretionary Federal Funding:**

- Funding awards and allocations through the BUILD and INFRA programs that are determined by the United States Department of Transportation. As long as funds remain available for obligation, carryover funds do exist for certain designated projects in categories that were not continued after the expiration of SAFETEA-LU, namely the National Historic Covered Bridge Preservation Program and the Ferry Boat Discretionary Program.

- **Discretionary State Funding:**

- The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund, Green-Light-Go and Automated Red Light Enforcement will be a PennDOT decision based on funding availability and project awards.

- **State Maintenance Funding:**

- State Appropriations 582 and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent



additional funding for the Transportation Program. 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.

- **Appropriation 179:**

- Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.

- **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 available.

- **Turnpike Funding:**

- The Pennsylvania Turnpike Commission (PTC) 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 PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

## **Public Transit Funding Distribution**

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2019 via 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, seniors and persons with disabilities, rural formula, 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 are derived 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.

*Note:* In April 2019, the United States District Court for the Middle District Court of Pennsylvania dismissed a lawsuit filed against the Pennsylvania Turnpike Commission (PTC) and others. This litigation had prevented the PTC from meeting funding obligations created through Acts 44 and 89 totaling \$450 million annually to fund Operating, Capital, and Programs of Statewide significance. The case has been appealed to the Court of Appeals for the Third Circuit. As of June 2019, the PTC made a \$450 million payment for unmet obligations from FY 2018-19 and has expressed intent to continue meeting quarterly payment obligations in the future. While the case is still under appeal, there remains uncertainty for funding in FY 19/20 and beyond.

In FY 2022/2023, the Public Transportation law shifts funding sources as follows:

- The PTC contribution is reduced to \$50 million and;
- \$450 million in motor vehicle sales tax is 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 the operating assistance received in the prior fiscal year plus funding growth. Funding growth over the prior year is distributed on four operating statistics:
  - Total passengers
  - Senior passengers
  - Revenue vehicle miles
  - 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. This program also provides for free transit for seniors on any fixed route service.

- **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 was deposited in this program after December 31, 2013 due to the authorization of Section 1514 – Asset Improvement by Act 89 of 2013.
- **Alternative Energy Capital Investment Program (Section 1517.1)** – The Alternative Energy program is used to implement capital improvements conversion to an alternative

energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.

- **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 since it has not been appropriated by the legislature.
- **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, and 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. For the purposes of this document, we have assumed that we will receive Turnpike Funding and that these funding shifts will occur in FY 2022/23.

The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

Appendix 1  
Available Funds  
2021 Financial Guidance  
Highway and Bridge Funds (\$000)

Federal Funds	2021	2022	2023	2024	Total
National Highway Performance Program (NHPP)*	990,687	990,687	990,687	990,687	3,962,746
Surface Transportation Block Grant Program (STP)*	467,754	467,754	467,754	467,754	1,871,018
Highway Safety Improvement Program (HSIP)*	101,371	101,371	101,371	101,371	405,483
Congestion Mitigation and Air Quality (CMAQ)*	110,404	110,404	110,404	110,404	441,615
National Highway Freight Program*	61,099	61,099	61,099	61,099	244,396
Surface Transportation Block Grant Set Aside (TAP)	26,561	26,561	26,561	26,561	106,243
Railway-Highway Safety Crossings (RRX)	7,196	7,196	7,196	7,196	28,783
<b>Subtotal -- Federal Funds</b>	<b>1,765,071</b>	<b>1,765,071</b>	<b>1,765,071</b>	<b>1,765,071</b>	<b>7,060,284</b>

State Funds	2021	2022	2023	2024	Total
State Highway (Capital)	452,000	479,000	524,000	575,000	2,030,000
State Bridge	323,000	323,000	323,000	323,000	1,292,000
<b>Subtotal -- State Funds</b>	<b>775,000</b>	<b>802,000</b>	<b>847,000</b>	<b>898,000</b>	<b>3,322,000</b>
<b>Grand Total</b>	<b>2,540,071</b>	<b>2,567,071</b>	<b>2,612,071</b>	<b>2,663,071</b>	<b>10,382,284</b>

\*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	2021	2022	2023	2024	Total
NHPP Apportionment	990,687	990,687	990,687	990,687	3,962,746
<b>Enhanced Interstate Management</b>	<b>150,947</b>	<b>200,947</b>	<b>250,947</b>	<b>300,947</b>	<b>903,786</b>
Remaining	839,740	789,740	739,740	689,740	3,058,960
<b>20% Statewide Reserve</b>	<b>167,948</b>	<b>157,948</b>	<b>147,948</b>	<b>137,948</b>	<b>611,792</b>
Less Local Bridge Inspection	2,800	3,640	4,732	6,152	17,324
<b>Less Interstate Management Traditional</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>317,378</b>	<b>1,269,512</b>
<b>NHPP Funds to Distribute</b>	<b>351,614</b>	<b>310,774</b>	<b>269,682</b>	<b>228,262</b>	<b>1,160,332</b>

Surface Transportation Block Grant Program	2021	2022	2023	2024	Total
STP Apportionment	467,754	467,754	467,754	467,754	1,871,018
<b>Less STP-Urban Mandatory Distribution</b>	<b>159,843</b>	<b>159,843</b>	<b>159,843</b>	<b>159,843</b>	<b>639,372</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>73,797</b>	<b>295,187</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	5,200	6,040	7,132	8,552	26,924
Less Environmental Resource Agencies	2,621	2,682	2,745	2,745	10,791
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<b>Remaining STP</b>	<b>222,549</b>	<b>221,648</b>	<b>220,493</b>	<b>219,073</b>	<b>883,764</b>
Less Spike (20% of Remaining STP)	44,510	44,330	44,099	43,815	176,753
<b>STP Funds to Distribute</b>	<b>178,039</b>	<b>177,319</b>	<b>176,395</b>	<b>175,259</b>	<b>707,011</b>

Highway Safety Improvement Program	2021	2022	2023	2024	Total
HSIP Apportionment	101,371	101,371	101,371	101,371	405,483
<b>Less Base of \$500K to each MPO/RPO</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>12,000</b>	<b>48,000</b>
<b>Less Statewide Reserve</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>35,000</b>	<b>140,000</b>
<b>HSIP Funds to Distribute</b>	<b>54,371</b>	<b>54,371</b>	<b>54,371</b>	<b>54,371</b>	<b>217,483</b>

Congestion Mitigation and Air Quality	2021	2022	2023	2024	Total
CMAQ Apportionment	110,404	110,404	110,404	110,404	441,615
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
<b>CMAQ funds to distribute</b>	<b>87,149</b>	<b>87,149</b>	<b>87,149</b>	<b>87,149</b>	<b>348,594</b>

National Highway Freight Program	2021	2022	2023	2024	Total
Interstate Program	61,099	61,099	61,099	61,099	244,396

Surface Transportation Block Grant Set-Aside	2021	2022	2023	2024	Total
TAP Apportionment	26,561	26,561	26,561	26,561	106,243
<b>TAP Mandatory Distribution for Urban Areas</b>	<b>8,251</b>	<b>8,251</b>	<b>8,251</b>	<b>8,251</b>	<b>33,005</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>18,309</b>	<b>18,309</b>	<b>18,309</b>	<b>18,309</b>	<b>73,238</b>

Railway-Highway Safety Crossings	2021	2022	2023	2024	Total
Statewide Program	7,196	7,196	7,196	7,196	28,783

State Funds	2021	2022	2023	2024	Total
State Highway (Capital)	452,000	479,000	524,000	575,000	2,030,000
State Bridge	323,000	323,000	323,000	323,000	1,292,000
Total State Funds (for Discretionary Calculation)	775,000	802,000	847,000	898,000	3,322,000
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>116,250</b>	<b>120,300</b>	<b>127,050</b>	<b>134,700</b>	<b>498,300</b>

State Highway (Capital)	2021	2022	2023	2024	Total
Highway (Capital) After Discretionary Set-Aside	335,750	358,700	396,950	440,300	1,531,700
Less Environmental Resource Agencies	655	670	686	686	2,698
Less State Bridge Inspection	24,400	25,132	25,886	26,663	102,081
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TILF (Economic Development)	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) funds to Distribute</b>	<b>282,295</b>	<b>304,498</b>	<b>341,978</b>	<b>384,551</b>	<b>1,313,321</b>

State Bridge	2021	2022	2023	2024	Total
<b>State Bridge funds to Distribute</b>	<b>323,000</b>	<b>323,000</b>	<b>323,000</b>	<b>323,000</b>	<b>1,292,000</b>

Total Distributed/Statewide Reserve	2,404,485	2,429,177	2,471,392	2,519,059	9,824,113
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Amounts in **Bold** are further reflected on the regional distribution charts.

**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	121,001	30,405	44,062	61,935	13,498	17,955	0	0	36,881	3,932	76,160	405,829
SPC	90,320	41,286	55,425	64,642	17,148	10,336	0	0	22,340	1,813	35,116	338,426
Harrisburg	18,121	5,867	8,714	9,742	2,292	2,957	0	0	5,055	465	9,002	62,214
Scranton/WB	21,220	8,543	9,113	15,801	3,938	3,149	0	0	0	399	7,727	69,889
Lehigh Valley	16,450	7,312	9,210	11,321	3,319	3,990	0	0	5,954	661	12,804	71,022
NEPA	7,731	9,763	10,266	11,374	4,224	2,556	0	0	1,802	0	0	47,717
SEDA-COG	8,717	7,442	11,474	8,546	2,886	1,908	0	0	0	0	0	40,973
Altoona	1,593	1,701	1,744	1,997	754	1,092	0	0	0	0	0	8,881
Johnstown	4,857	1,753	3,252	2,470	632	963	0	0	1,322	0	0	15,248
Centre County	2,368	1,522	2,306	1,524	544	992	0	0	0	0	0	9,258
Williamsport	2,164	2,173	3,537	1,945	749	946	0	0	0	0	0	11,514
Erie	2,687	4,638	4,571	5,947	2,210	1,679	0	0	0	0	0	21,732
Lancaster	7,484	6,014	7,090	6,753	2,468	2,830	0	0	4,779	420	8,142	45,979
York	2,714	4,668	6,977	4,666	1,712	2,385	0	0	4,002	243	4,700	32,066
Reading	21,050	5,551	6,284	12,221	2,643	2,499	0	0	3,785	278	5,393	59,704
Lebanon	939	1,442	1,900	1,570	589	1,107	0	0	1,229	0	0	8,777
Mercer	946	2,785	2,470	3,412	1,323	1,010	0	0	0	41	800	12,787
Adams	1,670	1,395	2,301	1,008	474	879	0	0	0	0	0	7,728
Franklin	1,406	1,749	2,839	1,661	583	1,104	0	0	0	0	0	9,343
<b>Total Urban</b>	<b>333,439</b>	<b>146,007</b>	<b>193,537</b>	<b>228,537</b>	<b>61,987</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,279,086</b>
Northwest	5,589	7,708	11,780	7,691	2,889	1,412	0	0	0	0	0	37,069
N. Central	4,476	7,590	11,374	7,131	2,737	1,350	0	0	0	0	0	34,656
N. Tier	3,947	7,758	13,662	6,966	2,696	1,232	0	0	0	0	0	36,260
S. Alleghenies	4,164	6,359	9,365	6,240	2,475	1,316	0	0	0	0	0	29,919
Wayne County	0	2,618	3,804	2,748	1,013	725	0	0	0	0	0	10,908
<b>Total Rural</b>	<b>18,175</b>	<b>32,032</b>	<b>49,984</b>	<b>30,776</b>	<b>11,810</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148,812</b>
Interstate Program	468,325	0	23,316	48,230	0	0	61,099	0	0	0	0	600,969
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	167,948	0	116,250	0	0	35,000	0	0	0	0	0	319,198
RBR Regional Share	0	0	15,458	15,458	0	0	0	0	0	0	0	30,915
<b>GRAND TOTAL</b>	<b>987,887</b>	<b>178,039</b>	<b>398,545</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,404,485</b>

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	106,947	30,282	47,545	61,935	13,498	17,955	0	0	36,881	3,932	76,160	395,133
SPC	79,829	41,119	60,151	64,624	17,148	10,336	0	0	22,340	1,813	35,116	332,476
Harrisburg	16,016	5,843	9,445	9,740	2,292	2,957	0	0	5,055	465	9,002	60,815
Scranton/WB	18,755	8,508	9,848	15,800	3,938	3,149	0	0	0	399	7,727	68,124
Lehigh Valley	14,539	7,283	9,990	11,318	3,319	3,990	0	0	5,954	661	12,804	69,859
NEPA	6,833	9,723	11,168	11,370	4,224	2,556	0	0	1,802	0	0	47,676
SEDA-COG	7,704	7,412	12,417	8,544	2,886	1,908	0	0	0	0	0	40,872
Altoona	1,408	1,694	1,890	1,996	754	1,092	0	0	0	0	0	8,835
Johnstown	4,293	1,746	3,513	2,469	632	963	0	0	1,322	0	0	14,937
Centre County	2,093	1,516	2,510	1,523	544	992	0	0	0	0	0	9,179
Williamsport	1,913	2,164	3,830	1,945	749	946	0	0	0	0	0	11,547
Erie	2,375	4,619	4,934	5,947	2,210	1,679	0	0	0	0	0	21,763
Lancaster	6,615	5,989	7,708	6,750	2,468	2,830	0	0	4,779	420	8,142	45,700
York	2,399	4,649	7,553	4,665	1,712	2,385	0	0	4,002	243	4,700	32,307
Reading	18,605	5,528	6,789	12,221	2,643	2,499	0	0	3,785	278	5,393	57,741
Lebanon	830	1,437	2,052	1,570	589	1,107	0	0	1,229	0	0	8,813
Mercer	836	2,773	2,669	3,412	1,323	1,010	0	0	0	41	800	12,864
Adams	1,476	1,389	2,519	1,007	474	879	0	0	0	0	0	7,744
Franklin	1,243	1,742	3,074	1,661	583	1,104	0	0	0	0	0	9,407
<b>Total Urban</b>	<b>294,710</b>	<b>145,416</b>	<b>209,605</b>	<b>228,497</b>	<b>61,987</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,255,794</b>
Northwest	4,940	7,677	12,765	7,689	2,889	1,412	0	0	0	0	0	37,371
N. Central	3,956	7,559	12,358	7,126	2,737	1,350	0	0	0	0	0	35,086
N. Tier	3,488	7,726	14,813	6,963	2,696	1,232	0	0	0	0	0	36,918
S. Alleghenies	3,680	6,333	10,182	6,236	2,475	1,316	0	0	0	0	0	30,222
Wayne County	0	2,607	4,112	2,748	1,013	725	0	0	0	0	0	11,205
<b>Total Rural</b>	<b>16,064</b>	<b>31,903</b>	<b>54,230</b>	<b>30,761</b>	<b>11,810</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,802</b>
Interstate Program	518,325	0	25,150	48,230	0	0	61,099	0	0	0	0	652,803
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	157,948	0	120,300	0	0	35,000	0	0	0	0	0	313,248
RBR Regional Share	0	0	15,513	15,513	0	0	0	0	0	0	0	31,025
<b>GRAND TOTAL</b>	<b>987,047</b>	<b>177,319</b>	<b>424,798</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,429,177</b>

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	77,675	26,568	47,259	44,029	9,231	17,955	0	0	36,881	3,932	76,160	339,689
SPC	59,111	37,394	51,306	57,357	17,080	10,336	0	0	22,340	1,813	35,116	291,852
Harrisburg	14,710	8,204	12,328	12,397	3,473	2,957	0	0	5,055	465	9,002	68,590
Scranton/WB	11,092	6,831	9,300	10,077	2,681	3,149	0	0	0	399	7,727	51,256
Lehigh Valley	13,523	6,505	10,937	8,818	2,716	3,990	0	0	5,954	661	12,804	65,907
NEPA	5,549	7,521	9,296	5,394	2,687	2,556	0	0	1,802	0	0	34,805
SEDA-COG	13,206	9,384	13,766	14,710	4,646	1,908	0	0	0	0	0	57,620
Altoona	2,259	2,296	2,599	3,092	1,157	1,092	0	0	0	0	0	12,495
Johnstown	4,627	2,444	4,052	3,852	1,065	963	0	0	1,322	0	0	18,324
Centre County	3,020	1,977	3,016	2,171	668	992	0	0	0	0	0	11,844
Williamsport	3,914	3,220	4,101	4,675	1,592	946	0	0	0	0	0	18,449
Erie	3,976	3,664	5,345	4,008	1,416	1,679	0	0	0	0	0	20,088
Lancaster	10,522	8,175	11,452	9,150	3,330	2,830	0	0	4,779	420	8,142	58,800
York	3,884	5,484	8,679	4,063	1,722	2,385	0	0	4,002	243	4,700	35,162
Reading	10,642	4,923	8,762	7,230	1,999	2,499	0	0	3,785	278	5,393	45,511
Lebanon	1,412	1,847	2,817	1,546	674	1,107	0	0	1,229	0	0	10,632
Mercer	1,248	2,889	3,697	2,813	1,299	1,010	0	0	0	41	800	13,797
Adams	2,389	1,829	3,011	1,308	700	879	0	0	0	0	0	10,115
Franklin	1,222	2,433	3,335	1,721	866	1,104	0	0	0	0	0	10,680
<b>Total Urban</b>	<b>243,979</b>	<b>143,588</b>	<b>215,058</b>	<b>198,411</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,175,617</b>
Northwest	6,356	8,019	11,519	7,842	3,380	1,412	0	0	0	0	0	38,528
N. Central	5,965	7,783	10,559	6,894	3,186	1,350	0	0	0	0	0	35,736
N. Tier	7,033	8,355	12,795	10,037	4,055	1,232	0	0	0	0	0	43,507
S. Alleghenies	6,348	6,990	9,660	9,128	3,549	1,316	0	0	0	0	0	36,991
Wayne County	0	1,659	2,370	1,106	625	725	0	0	0	0	0	6,485
<b>Total Rural</b>	<b>25,703</b>	<b>32,806</b>	<b>46,902</b>	<b>35,007</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161,248</b>
Interstate Program	568,325	0	64,460	74,025	0	0	61,099	0	0	0	0	767,909
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	147,948	0	127,050	0	0	35,000	0	0	0	0	0	309,998
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	31,115
<b>GRAND TOTAL</b>	<b>985,955</b>	<b>176,395</b>	<b>469,028</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,471,392</b>

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	65,745	26,397	53,170	44,028	9,231	17,955	0	0	36,881	3,932	76,160	333,498
SPC	50,032	37,153	58,287	57,340	17,080	10,336	0	0	22,340	1,813	35,116	289,497
Harrisburg	12,451	8,151	13,937	12,395	3,473	2,957	0	0	5,055	465	9,002	67,886
Scranton/WB	9,389	6,787	10,487	10,076	2,681	3,149	0	0	0	399	7,727	50,695
Lehigh Valley	11,446	6,463	12,389	8,815	2,716	3,990	0	0	5,954	661	12,804	65,238
NEPA	4,697	7,473	10,606	5,389	2,687	2,556	0	0	1,802	0	0	35,210
SEDA-COG	11,177	9,324	15,545	14,708	4,646	1,908	0	0	0	0	0	57,309
Altoona	1,912	2,282	2,937	3,092	1,157	1,092	0	0	0	0	0	12,471
Johnstown	3,916	2,428	4,564	3,852	1,065	963	0	0	1,322	0	0	18,110
Centre County	2,556	1,964	3,428	2,170	668	992	0	0	0	0	0	11,779
Williamsport	3,313	3,200	4,636	4,675	1,592	946	0	0	0	0	0	18,361
Erie	3,366	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	20,124
Lancaster	8,906	8,123	12,976	9,147	3,330	2,830	0	0	4,779	420	8,142	58,652
York	3,288	5,448	9,803	4,062	1,722	2,385	0	0	4,002	243	4,700	35,653
Reading	9,008	4,891	9,870	7,229	1,999	2,499	0	0	3,785	278	5,393	44,952
Lebanon	1,195	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,757
Mercer	1,056	2,870	4,165	2,813	1,299	1,010	0	0	0	41	800	14,054
Adams	2,022	1,817	3,446	1,306	700	879	0	0	0	0	0	10,170
Franklin	1,034	2,417	3,769	1,721	866	1,104	0	0	0	0	0	10,911
<b>Total Urban</b>	<b>206,507</b>	<b>142,663</b>	<b>243,203</b>	<b>198,371</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,165,325</b>
Northwest	5,380	7,968	13,049	7,839	3,380	1,412	0	0	0	0	0	39,027
N. Central	5,049	7,733	12,019	6,889	3,186	1,350	0	0	0	0	0	36,225
N. Tier	5,953	8,301	14,511	10,034	4,055	1,232	0	0	0	0	0	44,086
S. Alleghenies	5,373	6,945	10,993	9,124	3,549	1,316	0	0	0	0	0	37,300
Wayne County	0	1,649	2,679	1,106	625	725	0	0	0	0	0	6,784
<b>Total Rural</b>	<b>21,755</b>	<b>32,595</b>	<b>53,251</b>	<b>34,992</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163,422</b>
Interstate Program	618,325	0	72,485	74,025	0	0	61,099	0	0	0	0	825,933
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	137,948	0	134,700	0	0	35,000	0	0	0	0	0	307,648
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	31,225
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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 2021-2024 -- 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	371,367	113,652	192,036	211,927	45,457	71,818	0	0	147,525	15,726	304,641	1,474,149
SPC	279,292	156,951	225,170	243,963	68,455	41,346	0	0	89,359	7,251	140,465	1,252,251
Harrisburg	61,299	28,064	44,424	44,273	11,531	11,827	0	0	20,220	1,859	36,008	259,505
Scranton/WB	60,455	30,670	38,749	51,754	13,238	12,597	0	0	0	1,595	30,907	239,965
Lehigh Valley	55,958	27,564	42,527	40,272	12,069	15,958	0	0	23,817	2,644	51,217	272,026
NEPA	24,810	34,479	41,337	33,527	13,821	10,223	0	0	7,209	0	0	165,408
SEDA-COG	40,804	33,562	53,203	46,507	15,065	7,632	0	0	0	0	0	196,774
Altoona	7,171	7,973	9,170	10,177	3,822	4,369	0	0	0	0	0	42,682
Johnstown	17,693	8,370	15,381	12,643	3,394	3,851	0	0	5,287	0	0	66,619
Centre County	10,038	6,979	11,261	7,389	2,425	3,968	0	0	0	0	0	42,060
Williamsport	11,304	10,757	16,104	13,240	4,683	3,783	0	0	0	0	0	59,871
Erie	12,404	16,561	20,864	19,910	7,253	6,715	0	0	0	0	0	83,708
Lancaster	33,526	28,301	39,226	31,800	11,595	11,319	0	0	19,115	1,681	32,568	209,131
York	12,284	20,249	33,012	17,457	6,869	9,541	0	0	16,006	970	18,799	135,187
Reading	59,305	20,894	31,705	38,902	9,283	9,996	0	0	15,140	1,113	21,570	207,907
Lebanon	4,374	6,560	9,941	6,233	2,527	4,428	0	0	4,915	0	0	38,979
Mercer	4,086	11,317	13,001	12,450	5,245	4,039	0	0	0	165	3,198	53,502
Adams	7,558	6,430	11,277	4,629	2,348	3,516	0	0	0	0	0	35,758
Franklin	4,905	8,340	13,017	6,764	2,897	4,418	0	0	0	0	0	40,341
<b>Total Urban</b>	<b>1,078,635</b>	<b>577,675</b>	<b>861,403</b>	<b>853,815</b>	<b>241,977</b>	<b>241,345</b>	<b>0</b>	<b>0</b>	<b>348,594</b>	<b>33,005</b>	<b>639,372</b>	<b>4,875,822</b>
Northwest	22,265	31,372	49,113	31,061	12,537	5,647	0	0	0	0	0	151,996
N. Central	19,445	30,665	46,310	28,040	11,845	5,398	0	0	0	0	0	141,703
N. Tier	20,421	32,139	55,780	34,000	13,501	4,928	0	0	0	0	0	160,770
S. Alleghenies	19,565	26,628	40,200	30,727	12,050	5,264	0	0	0	0	0	134,433
Wayne County	0	8,532	12,964	7,708	3,277	2,901	0	0	0	0	0	35,382
<b>Total Rural</b>	<b>81,697</b>	<b>129,336</b>	<b>204,366</b>	<b>131,536</b>	<b>53,210</b>	<b>24,138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>624,284</b>
Interstate Program	2,173,298	0	185,411	244,509	0	0	244,396	0	0	0	0	2,847,615
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	611,792	0	498,300	0	0	140,000	0	0	0	0	0	1,250,092
RBR Regional Share	0	0	62,140	62,140	0	0	0	0	0	0	0	124,280
<b>GRAND TOTAL</b>	<b>3,945,422</b>	<b>707,011</b>	<b>1,811,621</b>	<b>1,292,000</b>	<b>295,187</b>	<b>405,483</b>	<b>244,396</b>	<b>28,783</b>	<b>348,594</b>	<b>106,243</b>	<b>639,372</b>	<b>9,824,113</b>

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	54,224	26,397	53,170	44,028	9,231	17,955	0	0	36,881	3,932	76,160	321,976
SPC	41,265	37,153	58,279	57,331	17,080	10,336	0	0	22,340	1,813	35,116	280,712
Harrisburg	10,269	8,151	13,936	12,394	3,473	2,957	0	0	5,055	465	9,002	65,702
Scranton/WB	7,743	6,787	10,487	10,075	2,681	3,149	0	0	0	399	7,727	49,049
Lehigh Valley	9,440	6,463	12,387	8,814	2,716	3,990	0	0	5,954	661	12,804	63,229
NEPA	3,874	7,473	10,604	5,387	2,687	2,556	0	0	1,802	0	0	34,382
SEDA-COG	9,219	9,324	15,544	14,707	4,646	1,908	0	0	0	0	0	55,348
Altoona	1,577	2,282	2,937	3,092	1,157	1,092	0	0	0	0	0	12,135
Johnstown	3,230	2,428	4,564	3,852	1,065	963	0	0	1,322	0	0	17,423
Centre County	2,108	1,964	3,427	2,169	668	992	0	0	0	0	0	11,330
Williamsport	2,732	3,200	4,636	4,674	1,592	946	0	0	0	0	0	17,780
Erie	2,776	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	19,534
Lancaster	7,345	8,123	12,974	9,145	3,330	2,830	0	0	4,779	420	8,142	57,088
York	2,712	5,448	9,803	4,062	1,722	2,385	0	0	4,002	243	4,700	35,075
Reading	7,429	4,891	9,870	7,229	1,999	2,499	0	0	3,785	278	5,393	43,373
Lebanon	985	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,548
Mercer	871	2,870	4,165	2,812	1,299	1,010	0	0	0	41	800	13,869
Adams	1,668	1,817	3,445	1,305	700	879	0	0	0	0	0	9,814
Franklin	853	2,417	3,769	1,720	866	1,104	0	0	0	0	0	10,729
<b>Total Urban</b>	<b>170,319</b>	<b>142,663</b>	<b>243,183</b>	<b>198,351</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,129,097</b>
Northwest	4,437	7,968	13,048	7,838	3,380	1,412	0	0	0	0	0	38,082
N. Central	4,164	7,733	12,017	6,887	3,186	1,350	0	0	0	0	0	35,336
N. Tier	4,910	8,301	14,509	10,032	4,055	1,232	0	0	0	0	0	43,039
S. Alleghenies	4,432	6,945	10,991	9,122	3,549	1,316	0	0	0	0	0	36,355
Wayne County	0	1,649	2,679	1,105	625	725	0	0	0	0	0	6,783
<b>Total Rural</b>	<b>17,943</b>	<b>32,595</b>	<b>53,243</b>	<b>34,984</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159,595</b>
Interstate Program	668,325	0	72,485	74,025	0	0	61,099	0	0	0	0	875,933
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	127,948	0	134,700	0	0	35,000	0	0	0	0	0	297,648
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	31,280
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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	42,703	26,397	53,169	44,027	9,231	17,955	0	0	36,881	3,932	76,160	310,454
SPC	32,497	37,153	58,260	57,312	17,080	10,336	0	0	22,340	1,813	35,116	271,906
Harrisburg	8,087	8,151	13,934	12,391	3,473	2,957	0	0	5,055	465	9,002	63,515
Scranton/WB	6,098	6,787	10,486	10,074	2,681	3,149	0	0	0	399	7,727	47,402
Lehigh Valley	7,434	6,463	12,385	8,811	2,716	3,990	0	0	5,954	661	12,804	61,218
NEPA	3,051	7,473	10,599	5,382	2,687	2,556	0	0	1,802	0	0	33,549
SEDA-COG	7,260	9,324	15,542	14,705	4,646	1,908	0	0	0	0	0	53,385
Altoona	1,242	2,282	2,936	3,091	1,157	1,092	0	0	0	0	0	11,800
Johnstown	2,544	2,428	4,564	3,852	1,065	963	0	0	1,322	0	0	16,737
Centre County	1,660	1,964	3,426	2,168	668	992	0	0	0	0	0	10,879
Williamsport	2,152	3,200	4,635	4,673	1,592	946	0	0	0	0	0	17,198
Erie	2,186	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,944
Lancaster	5,784	8,123	12,971	9,142	3,330	2,830	0	0	4,779	420	8,142	55,521
York	2,135	5,448	9,801	4,060	1,722	2,385	0	0	4,002	243	4,700	34,497
Reading	5,851	4,891	9,869	7,229	1,999	2,499	0	0	3,785	278	5,393	41,794
Lebanon	776	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,338
Mercer	686	2,870	4,165	2,812	1,299	1,010	0	0	0	41	800	13,683
Adams	1,313	1,817	3,443	1,303	700	879	0	0	0	0	0	9,456
Franklin	672	2,417	3,768	1,720	866	1,104	0	0	0	0	0	10,547
<b>Total Urban</b>	<b>134,131</b>	<b>142,663</b>	<b>243,139</b>	<b>198,307</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,092,822</b>
Northwest	3,494	7,968	13,044	7,835	3,380	1,412	0	0	0	0	0	37,133
N. Central	3,279	7,733	12,012	6,883	3,186	1,350	0	0	0	0	0	34,442
N. Tier	3,867	8,301	14,505	10,028	4,055	1,232	0	0	0	0	0	41,988
S. Alleghenies	3,490	6,945	10,987	9,118	3,549	1,316	0	0	0	0	0	35,405
Wayne County	0	1,649	2,678	1,105	625	725	0	0	0	0	0	6,782
<b>Total Rural</b>	<b>14,130</b>	<b>32,595</b>	<b>53,227</b>	<b>34,968</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155,750</b>
Interstate Program	718,325	0	72,485	74,025	0	0	61,099	0	0	0	0	925,933
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	117,948	0	134,700	0	0	35,000	0	0	0	0	0	287,648
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	31,400
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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	31,182	26,397	53,168	44,026	9,231	17,955	0	0	36,881	3,932	76,160	298,931
SPC	23,730	37,153	58,244	57,296	17,080	10,336	0	0	22,340	1,813	35,116	263,107
Harrisburg	5,905	8,151	13,932	12,389	3,473	2,957	0	0	5,055	465	9,002	61,329
Scranton/WB	4,453	6,787	10,485	10,074	2,681	3,149	0	0	0	399	7,727	45,755
Lehigh Valley	5,429	6,463	12,382	8,808	2,716	3,990	0	0	5,954	661	12,804	59,207
NEPA	2,228	7,473	10,595	5,378	2,687	2,556	0	0	1,802	0	0	32,718
SEDA-COG	5,301	9,324	15,540	14,703	4,646	1,908	0	0	0	0	0	51,423
Altoona	907	2,282	2,936	3,091	1,157	1,092	0	0	0	0	0	11,464
Johnstown	1,858	2,428	4,564	3,851	1,065	963	0	0	1,322	0	0	16,050
Centre County	1,212	1,964	3,425	2,167	668	992	0	0	0	0	0	10,429
Williamsport	1,571	3,200	4,634	4,673	1,592	946	0	0	0	0	0	16,616
Erie	1,596	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,354
Lancaster	4,224	8,123	12,969	9,140	3,330	2,830	0	0	4,779	420	8,142	53,956
York	1,559	5,448	9,800	4,059	1,722	2,385	0	0	4,002	243	4,700	33,918
Reading	4,272	4,891	9,869	7,228	1,999	2,499	0	0	3,785	278	5,393	40,214
Lebanon	567	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,128
Mercer	501	2,870	4,165	2,812	1,299	1,010	0	0	0	41	800	13,498
Adams	959	1,817	3,442	1,302	700	879	0	0	0	0	0	9,098
Franklin	490	2,417	3,768	1,719	866	1,104	0	0	0	0	0	10,364
<b>Total Urban</b>	<b>97,944</b>	<b>142,663</b>	<b>243,103</b>	<b>198,270</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,056,561</b>
Northwest	2,552	7,968	13,042	7,832	3,380	1,412	0	0	0	0	0	36,185
N. Central	2,395	7,733	12,008	6,879	3,186	1,350	0	0	0	0	0	33,550
N. Tier	2,823	8,301	14,502	10,025	4,055	1,232	0	0	0	0	0	40,938
S. Alleghenies	2,548	6,945	10,983	9,114	3,549	1,316	0	0	0	0	0	34,457
Wayne County	0	1,649	2,678	1,105	625	725	0	0	0	0	0	6,782
<b>Total Rural</b>	<b>10,318</b>	<b>32,595</b>	<b>53,213</b>	<b>34,955</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151,911</b>
Interstate Program	768,325	0	72,485	74,025	0	0	61,099	0	0	0	0	975,933
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	107,948	0	134,700	0	0	35,000	0	0	0	0	0	277,648
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	31,500
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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	25,636	26,397	53,167	44,025	9,231	17,955	0	0	36,881	3,932	76,160	293,384
SPC	19,509	37,153	58,225	57,277	17,080	10,336	0	0	22,340	1,813	35,116	258,849
Harrisburg	4,855	8,151	13,929	12,387	3,473	2,957	0	0	5,055	465	9,002	60,274
Scranton/WB	3,661	6,787	10,484	10,073	2,681	3,149	0	0	0	399	7,727	44,961
Lehigh Valley	4,463	6,463	12,379	8,806	2,716	3,990	0	0	5,954	661	12,804	58,236
NEPA	1,831	7,473	10,590	5,373	2,687	2,556	0	0	1,802	0	0	32,312
SEDA-COG	4,358	9,324	15,538	14,701	4,646	1,908	0	0	0	0	0	50,476
Altoona	745	2,282	2,935	3,090	1,157	1,092	0	0	0	0	0	11,302
Johnstown	1,527	2,428	4,563	3,851	1,065	963	0	0	1,322	0	0	15,719
Centre County	997	1,964	3,424	2,166	668	992	0	0	0	0	0	10,211
Williamsport	1,292	3,200	4,633	4,672	1,592	946	0	0	0	0	0	16,335
Erie	1,312	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,069
Lancaster	3,473	8,123	12,966	9,137	3,330	2,830	0	0	4,779	420	8,142	53,198
York	1,282	5,448	9,799	4,058	1,722	2,385	0	0	4,002	243	4,700	33,638
Reading	3,512	4,891	9,868	7,228	1,999	2,499	0	0	3,785	278	5,393	39,453
Lebanon	466	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,027
Mercer	412	2,870	4,164	2,812	1,299	1,010	0	0	0	41	800	13,408
Adams	788	1,817	3,440	1,300	700	879	0	0	0	0	0	8,924
Franklin	403	2,417	3,767	1,719	866	1,104	0	0	0	0	0	10,276
<b>Total Urban</b>	<b>80,525</b>	<b>142,663</b>	<b>243,059</b>	<b>198,227</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,039,055</b>
Northwest	2,098	7,968	13,049	7,839	3,380	1,412	0	0	0	0	0	35,745
N. Central	1,969	7,733	12,004	6,874	3,186	1,350	0	0	0	0	0	33,115
N. Tier	2,321	8,301	14,498	10,021	4,055	1,232	0	0	0	0	0	40,428
S. Alleghenies	2,095	6,945	10,979	9,110	3,549	1,316	0	0	0	0	0	33,995
Wayne County	0	1,649	2,677	1,104	625	725	0	0	0	0	0	6,781
<b>Total Rural</b>	<b>8,483</b>	<b>32,595</b>	<b>53,207</b>	<b>34,948</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,064</b>
Interstate Program	792,392	0	72,485	74,025	0	0	61,099	0	0	0	0	1,000,000
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	103,135	0	134,700	0	0	35,000	0	0	0	0	0	272,835
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	31,620
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,261</b>	<b>323,010</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,079</b>

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 2025-2028 -- 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	153,745	105,588	212,674	176,106	36,923	71,818	0	0	147,525	15,726	304,641	1,224,745
SPC	117,001	148,611	233,007	229,217	68,319	41,346	0	0	89,359	7,251	140,465	1,074,575
Harrisburg	29,117	32,604	55,731	49,561	13,893	11,827	0	0	20,220	1,859	36,008	250,819
Scranton/WB	21,956	27,149	41,942	40,296	10,725	12,597	0	0	0	1,595	30,907	187,166
Lehigh Valley	26,766	25,853	49,533	35,238	10,864	15,958	0	0	23,817	2,644	51,217	241,891
NEPA	10,983	29,891	42,389	21,521	10,747	10,223	0	0	7,209	0	0	132,963
SEDA-COG	26,138	37,296	62,165	58,815	18,585	7,632	0	0	0	0	0	210,633
Altoona	4,470	9,127	11,744	12,365	4,626	4,369	0	0	0	0	0	46,700
Johnstown	9,159	9,712	18,254	15,406	4,261	3,851	0	0	5,287	0	0	65,929
Centre County	5,978	7,857	13,703	8,671	2,673	3,968	0	0	0	0	0	42,850
Williamsport	7,748	12,799	18,538	18,692	6,369	3,783	0	0	0	0	0	67,929
Erie	7,871	14,562	24,057	16,032	5,664	6,715	0	0	0	0	0	74,901
Lancaster	20,826	32,491	51,880	36,564	13,319	11,319	0	0	19,115	1,681	32,568	219,763
York	7,688	21,794	39,202	16,238	6,888	9,541	0	0	16,006	970	18,799	137,128
Reading	21,064	19,565	39,477	28,913	7,995	9,996	0	0	15,140	1,113	21,570	164,834
Lebanon	2,794	7,339	12,684	6,184	2,697	4,428	0	0	4,915	0	0	41,041
Mercer	2,470	11,481	16,659	11,249	5,197	4,039	0	0	0	165	3,198	54,458
Adams	4,728	7,268	13,770	5,209	2,800	3,516	0	0	0	0	0	37,293
Franklin	2,418	9,668	15,072	6,878	3,462	4,418	0	0	0	0	0	41,916
<b>Total Urban</b>	<b>482,920</b>	<b>570,654</b>	<b>972,483</b>	<b>793,155</b>	<b>236,006</b>	<b>241,345</b>	<b>0</b>	<b>0</b>	<b>348,594</b>	<b>33,005</b>	<b>639,372</b>	<b>4,317,534</b>
Northwest	12,581	31,870	52,183	31,344	13,520	5,647	0	0	0	0	0	147,145
N. Central	11,807	30,932	48,041	27,523	12,743	5,398	0	0	0	0	0	136,444
N. Tier	13,921	33,204	58,015	40,106	16,218	4,928	0	0	0	0	0	166,392
S. Alleghenies	12,565	27,781	43,940	36,464	14,198	5,264	0	0	0	0	0	140,211
Wayne County	0	6,594	10,712	4,419	2,501	2,901	0	0	0	0	0	27,128
<b>Total Rural</b>	<b>50,875</b>	<b>130,381</b>	<b>212,890</b>	<b>139,856</b>	<b>59,181</b>	<b>24,138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>617,320</b>
Interstate Program	2,947,365	0	289,940	296,100	0	0	244,396	0	0	0	0	3,777,800
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	456,979	0	538,800	0	0	140,000	0	0	0	0	0	1,135,779
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	125,800
<b>GRAND TOTAL</b>	<b>3,938,138</b>	<b>701,035</b>	<b>2,077,013</b>	<b>1,292,010</b>	<b>295,187</b>	<b>405,483</b>	<b>244,396</b>	<b>28,783</b>	<b>348,594</b>	<b>106,243</b>	<b>639,372</b>	<b>10,076,255</b>

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	25,636	26,397	53,167	44,025	9,231	17,955	0	0	36,881	3,932	76,160	293,383
SPC	19,509	37,153	58,215	57,267	17,080	10,336	0	0	22,340	1,813	35,116	258,829
Harrisburg	4,855	8,151	13,928	12,385	3,473	2,957	0	0	5,055	465	9,002	60,271
Scranton/WB	3,661	6,787	10,484	10,072	2,681	3,149	0	0	0	399	7,727	44,960
Lehigh Valley	4,463	6,463	12,378	8,804	2,716	3,990	0	0	5,954	661	12,804	58,233
NEPA	1,831	7,473	10,588	5,371	2,687	2,556	0	0	1,802	0	0	32,307
SEDA-COG	4,358	9,324	15,537	14,700	4,646	1,908	0	0	0	0	0	50,474
Altoona	745	2,282	2,935	3,090	1,157	1,092	0	0	0	0	0	11,301
Johnstown	1,527	2,428	4,563	3,851	1,065	963	0	0	1,322	0	0	15,719
Centre County	997	1,964	3,424	2,165	668	992	0	0	0	0	0	10,210
Williamsport	1,292	3,200	4,633	4,672	1,592	946	0	0	0	0	0	16,334
Erie	1,312	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,069
Lancaster	3,473	8,123	12,964	9,135	3,330	2,830	0	0	4,779	420	8,142	53,195
York	1,282	5,448	9,798	4,057	1,722	2,385	0	0	4,002	243	4,700	33,636
Reading	3,512	4,891	9,868	7,227	1,999	2,499	0	0	3,785	278	5,393	39,453
Lebanon	466	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,027
Mercer	412	2,870	4,164	2,812	1,299	1,010	0	0	0	41	800	13,408
Adams	788	1,817	3,439	1,299	700	879	0	0	0	0	0	8,922
Franklin	403	2,417	3,767	1,718	866	1,104	0	0	0	0	0	10,275
<b>Total Urban</b>	<b>80,525</b>	<b>142,663</b>	<b>243,035</b>	<b>198,203</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,039,008</b>
Northwest	2,098	7,968	13,037	7,827	3,380	1,412	0	0	0	0	0	35,722
N. Central	1,969	7,733	12,001	6,872	3,186	1,350	0	0	0	0	0	33,110
N. Tier	2,321	8,301	14,496	10,019	4,055	1,232	0	0	0	0	0	40,424
S. Alleghenies	2,095	6,945	10,977	9,108	3,549	1,316	0	0	0	0	0	33,991
Wayne County	0	1,649	2,677	1,104	625	725	0	0	0	0	0	6,780
<b>Total Rural</b>	<b>8,483</b>	<b>32,595</b>	<b>53,188</b>	<b>34,930</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,026</b>
Interstate Program	792,392	0	72,485	74,025	0	0	61,099	0	0	0	0	1,000,000
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	103,135	0	134,700	0	0	35,000	0	0	0	0	0	272,835
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	31,685
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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	25,636	26,397	53,166	44,024	9,231	17,955	0	0	36,881	3,932	76,160	293,381
SPC	19,509	37,153	58,195	57,247	17,080	10,336	0	0	22,340	1,813	35,116	258,789
Harrisburg	4,855	8,151	13,926	12,383	3,473	2,957	0	0	5,055	465	9,002	60,266
Scranton/WB	3,661	6,787	10,483	10,071	2,681	3,149	0	0	0	399	7,727	44,958
Lehigh Valley	4,463	6,463	12,375	8,801	2,716	3,990	0	0	5,954	661	12,804	58,227
NEPA	1,831	7,473	10,583	5,366	2,687	2,556	0	0	1,802	0	0	32,297
SEDA-COG	4,358	9,324	15,535	14,698	4,646	1,908	0	0	0	0	0	50,470
Altoona	745	2,282	2,935	3,090	1,157	1,092	0	0	0	0	0	11,300
Johnstown	1,527	2,428	4,563	3,851	1,065	963	0	0	1,322	0	0	15,718
Centre County	997	1,964	3,422	2,164	668	992	0	0	0	0	0	10,208
Williamsport	1,292	3,200	4,632	4,671	1,592	946	0	0	0	0	0	16,333
Erie	1,312	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,069
Lancaster	3,473	8,123	12,961	9,132	3,330	2,830	0	0	4,779	420	8,142	53,188
York	1,282	5,448	9,796	4,055	1,722	2,385	0	0	4,002	243	4,700	33,634
Reading	3,512	4,891	9,868	7,227	1,999	2,499	0	0	3,785	278	5,393	39,452
Lebanon	466	1,835	3,171	1,546	674	1,107	0	0	1,229	0	0	10,027
Mercer	412	2,870	4,164	2,811	1,299	1,010	0	0	0	41	800	13,407
Adams	788	1,817	3,437	1,297	700	879	0	0	0	0	0	8,918
Franklin	403	2,417	3,766	1,718	866	1,104	0	0	0	0	0	10,274
<b>Total Urban</b>	<b>80,525</b>	<b>142,663</b>	<b>242,990</b>	<b>198,157</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,038,916</b>
Northwest	2,098	7,968	13,034	7,824	3,380	1,412	0	0	0	0	0	35,716
N. Central	1,969	7,733	11,996	6,867	3,186	1,350	0	0	0	0	0	33,100
N. Tier	2,321	8,301	14,492	10,015	4,055	1,232	0	0	0	0	0	40,415
S. Alleghenies	2,095	6,945	10,972	9,104	3,549	1,316	0	0	0	0	0	33,982
Wayne County	0	1,649	2,677	1,103	625	725	0	0	0	0	0	6,779
<b>Total Rural</b>	<b>8,483</b>	<b>32,595</b>	<b>53,171</b>	<b>34,913</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149,992</b>
Interstate Program	792,392	0	72,485	74,025	0	0	61,099	0	0	0	0	1,000,000
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	103,135	0	134,700	0	0	35,000	0	0	0	0	0	272,835
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	31,810
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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 2031 -- 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	25,636	26,397	53,165	44,023	9,231	17,955	0	0	36,881	3,932	76,160	293,380
SPC	19,509	37,153	58,177	57,230	17,080	10,336	0	0	22,340	1,813	35,116	258,755
Harrisburg	4,855	8,151	13,923	12,381	3,473	2,957	0	0	5,055	465	9,002	60,262
Scranton/WB	3,661	6,787	10,482	10,070	2,681	3,149	0	0	0	399	7,727	44,956
Lehigh Valley	4,463	6,463	12,372	8,798	2,716	3,990	0	0	5,954	661	12,804	58,222
NEPA	1,831	7,473	10,578	5,361	2,687	2,556	0	0	1,802	0	0	32,288
SEDA-COG	4,358	9,324	15,533	14,696	4,646	1,908	0	0	0	0	0	50,466
Altoona	745	2,282	2,934	3,089	1,157	1,092	0	0	0	0	0	11,299
Johnstown	1,527	2,428	4,563	3,850	1,065	963	0	0	1,322	0	0	15,718
Centre County	997	1,964	3,421	2,163	668	992	0	0	0	0	0	10,206
Williamsport	1,292	3,200	4,631	4,670	1,592	946	0	0	0	0	0	16,331
Erie	1,312	3,640	6,014	4,008	1,416	1,679	0	0	0	0	0	18,069
Lancaster	3,473	8,123	12,958	9,129	3,330	2,830	0	0	4,779	420	8,142	53,183
York	1,282	5,448	9,795	4,054	1,722	2,385	0	0	4,002	243	4,700	33,631
Reading	3,512	4,891	9,867	7,226	1,999	2,499	0	0	3,785	278	5,393	39,450
Lebanon	466	1,835	3,171	1,545	674	1,107	0	0	1,229	0	0	10,027
Mercer	412	2,870	4,164	2,811	1,299	1,010	0	0	0	41	800	13,407
Adams	788	1,817	3,435	1,295	700	879	0	0	0	0	0	8,914
Franklin	403	2,417	3,766	1,717	866	1,104	0	0	0	0	0	10,273
<b>Total Urban</b>	<b>80,525</b>	<b>142,663</b>	<b>242,949</b>	<b>198,117</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,038,836</b>
Northwest	2,098	7,968	13,031	7,821	3,380	1,412	0	0	0	0	0	35,710
N. Central	1,969	7,733	11,992	6,863	3,186	1,350	0	0	0	0	0	33,092
N. Tier	2,321	8,301	14,488	10,011	4,055	1,232	0	0	0	0	0	40,408
S. Alleghenies	2,095	6,945	10,969	9,100	3,549	1,316	0	0	0	0	0	33,974
Wayne County	0	1,649	2,676	1,103	625	725	0	0	0	0	0	6,778
<b>Total Rural</b>	<b>8,483</b>	<b>32,595</b>	<b>53,156</b>	<b>34,898</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149,962</b>
Interstate Program	792,392	0	72,485	74,025	0	0	61,099	0	0	0	0	1,000,000
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	103,135	0	134,700	0	0	35,000	0	0	0	0	0	272,835
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	31,920
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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 2032 -- 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	25,636	26,397	53,164	44,022	9,231	17,955	0	0	36,881	3,932	76,160	293,378
SPC	19,509	37,153	58,156	57,209	17,080	10,336	0	0	22,340	1,813	35,116	258,712
Harrisburg	4,855	8,151	13,921	12,378	3,473	2,957	0	0	5,055	465	9,002	60,257
Scranton/WB	3,661	6,787	10,481	10,069	2,681	3,149	0	0	0	399	7,727	44,954
Lehigh Valley	4,463	6,463	12,369	8,795	2,716	3,990	0	0	5,954	661	12,804	58,215
NEPA	1,831	7,473	10,573	5,356	2,687	2,556	0	0	1,802	0	0	32,277
SEDA-COG	4,358	9,324	15,531	14,693	4,646	1,908	0	0	0	0	0	50,461
Altoona	745	2,282	2,934	3,089	1,157	1,092	0	0	0	0	0	11,298
Johnstown	1,527	2,428	4,562	3,850	1,065	963	0	0	1,322	0	0	15,717
Centre County	997	1,964	3,420	2,162	668	992	0	0	0	0	0	10,203
Williamsport	1,292	3,200	4,631	4,669	1,592	946	0	0	0	0	0	16,329
Erie	1,312	3,640	6,013	4,007	1,416	1,679	0	0	0	0	0	18,068
Lancaster	3,473	8,123	12,954	9,125	3,330	2,830	0	0	4,779	420	8,142	53,176
York	1,282	5,448	9,794	4,052	1,722	2,385	0	0	4,002	243	4,700	33,628
Reading	3,512	4,891	9,866	7,226	1,999	2,499	0	0	3,785	278	5,393	39,449
Lebanon	466	1,835	3,170	1,545	674	1,107	0	0	1,229	0	0	10,027
Mercer	412	2,870	4,164	2,811	1,299	1,010	0	0	0	41	800	13,406
Adams	788	1,817	3,433	1,293	700	879	0	0	0	0	0	8,910
Franklin	403	2,417	3,765	1,716	866	1,104	0	0	0	0	0	10,272
<b>Total Urban</b>	<b>80,525</b>	<b>142,663</b>	<b>242,900</b>	<b>198,068</b>	<b>59,002</b>	<b>60,336</b>	<b>0</b>	<b>0</b>	<b>87,149</b>	<b>8,251</b>	<b>159,843</b>	<b>1,038,738</b>
Northwest	2,098	7,968	13,028	7,818	3,380	1,412	0	0	0	0	0	35,703
N. Central	1,969	7,733	11,987	6,857	3,186	1,350	0	0	0	0	0	33,081
N. Tier	2,321	8,301	14,484	10,007	4,055	1,232	0	0	0	0	0	40,399
S. Alleghenies	2,095	6,945	10,964	9,095	3,549	1,316	0	0	0	0	0	33,965
Wayne County	0	1,649	2,676	1,102	625	725	0	0	0	0	0	6,777
<b>Total Rural</b>	<b>8,483</b>	<b>32,595</b>	<b>53,138</b>	<b>34,879</b>	<b>14,795</b>	<b>6,035</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149,926</b>
Interstate Program	792,392	0	72,485	74,025	0	0	61,099	0	0	0	0	1,000,000
Statewide Program	0	0	0	0	0	0	0	7,196	0	18,309	0	25,505
Statewide Reserve	103,135	0	134,700	0	0	35,000	0	0	0	0	0	272,835
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	32,055
<b>GRAND TOTAL</b>	<b>984,535</b>	<b>175,259</b>	<b>519,251</b>	<b>323,000</b>	<b>73,797</b>	<b>101,371</b>	<b>61,099</b>	<b>7,196</b>	<b>87,149</b>	<b>26,561</b>	<b>159,843</b>	<b>2,519,059</b>

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 2029-2032 -- 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	102,546	105,588	212,662	176,093	36,923	71,818	0	0	147,525	15,726	304,641	1,173,522
SPC	78,038	148,611	232,743	228,953	68,319	41,346	0	0	89,359	7,251	140,465	1,035,085
Harrisburg	19,420	32,604	55,698	49,527	13,893	11,827	0	0	20,220	1,859	36,008	241,066
Scranton/WB	14,644	27,149	41,929	40,283	10,725	12,597	0	0	0	1,595	30,907	179,829
Lehigh Valley	17,852	25,853	49,493	35,199	10,864	15,958	0	0	23,817	2,644	51,217	232,897
NEPA	7,326	29,891	42,321	21,453	10,747	10,223	0	0	7,209	0	0	129,170
SEDA-COG	17,434	37,296	62,136	58,786	18,585	7,632	0	0	0	0	0	201,870
Altoona	2,982	9,127	11,738	12,358	4,626	4,369	0	0	0	0	0	45,199
Johnstown	6,109	9,712	18,251	15,402	4,261	3,851	0	0	5,287	0	0	62,872
Centre County	3,987	7,857	13,687	8,654	2,673	3,968	0	0	0	0	0	40,827
Williamsport	5,168	12,799	18,527	18,681	6,369	3,783	0	0	0	0	0	65,327
Erie	5,250	14,562	24,055	16,030	5,664	6,715	0	0	0	0	0	72,276
Lancaster	13,891	32,491	51,836	36,521	13,319	11,319	0	0	19,115	1,681	32,568	212,741
York	5,128	21,794	39,183	16,219	6,888	9,541	0	0	16,006	970	18,799	134,529
Reading	14,050	19,565	39,469	28,906	7,995	9,996	0	0	15,140	1,113	21,570	157,804
Lebanon	1,863	7,339	12,683	6,182	2,697	4,428	0	0	4,915	0	0	40,108
Mercer	1,647	11,481	16,656	11,245	5,197	4,039	0	0	0	165	3,198	53,629
Adams	3,154	7,268	13,744	5,183	2,800	3,516	0	0	0	0	0	35,664
Franklin	1,613	9,668	15,064	6,869	3,462	4,418	0	0	0	0	0	41,094
<b>Total Urban</b>	<b>322,101</b>	<b>570,654</b>	<b>971,874</b>	<b>792,546</b>	<b>236,006</b>	<b>241,345</b>	<b>0</b>	<b>0</b>	<b>348,594</b>	<b>33,005</b>	<b>639,372</b>	<b>4,155,498</b>
Northwest	8,392	31,870	52,130	31,291	13,520	5,647	0	0	0	0	0	142,851
N. Central	7,875	30,932	47,977	27,458	12,743	5,398	0	0	0	0	0	132,383
N. Tier	9,285	33,204	57,960	40,051	16,218	4,928	0	0	0	0	0	161,646
S. Alleghenies	8,381	27,781	43,882	36,406	14,198	5,264	0	0	0	0	0	135,912
Wayne County	0	6,594	10,705	4,413	2,501	2,901	0	0	0	0	0	27,115
<b>Total Rural</b>	<b>33,933</b>	<b>130,381</b>	<b>212,654</b>	<b>139,620</b>	<b>59,181</b>	<b>24,138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>599,906</b>
Interstate Program	3,169,566	0	289,940	296,100	0	0	244,396	0	0	0	0	4,000,001
Statewide Program	0	0	0	0	0	0	0	28,783	0	73,238	0	102,021
Statewide Reserve	412,538	0	538,800	0	0	140,000	0	0	0	0	0	1,091,338
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	127,470
<b>GRAND TOTAL</b>	<b>3,938,138</b>	<b>701,035</b>	<b>2,077,003</b>	<b>1,292,000</b>	<b>295,187</b>	<b>405,483</b>	<b>244,396</b>	<b>28,783</b>	<b>348,594</b>	<b>106,243</b>	<b>639,372</b>	<b>10,076,235</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program.

Appendix 3 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) [50% A-581]

MPO/RPO	RBR Deck Area	% Share	2021	2022	2023	2024	TIP TOTAL	2025	2026	2027	2028	2029	2030	2031	2032	Total TYP
DVRPC	12,755.5	1.46%	225.43	226.23	226.89	227.69	906.24	228.09	228.97	229.69	230.57	231.04	231.96	232.76	233.74	2,753.05
SPC	276,302.9	31.59%	4,883.12	4,900.49	4,914.71	4,932.09	19,630.41	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	59,635.19
Harrisburg	34,925.0	3.99%	617.23	619.43	621.23	623.42	2,481.31	624.52	626.92	628.91	631.31	632.61	635.10	637.30	639.99	7,537.96
Scranton/WB	13,629.0	1.56%	240.87	241.72	242.42	243.28	968.30	243.71	244.65	245.42	246.36	246.87	247.84	248.70	249.75	2,941.58
Lehigh Valley	41,874.0	4.79%	740.04	742.68	744.83	747.46	2,975.01	748.78	751.65	754.05	756.92	758.47	761.47	764.10	767.33	9,037.78
NEPA	70,903.5	8.11%	1,253.08	1,257.54	1,261.19	1,265.65	5,037.46	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	15,303.29
SEDA-COG	30,389.6	3.47%	537.08	538.99	540.55	542.46	2,159.08	543.42	545.50	547.24	549.33	550.45	552.63	554.54	556.88	6,559.07
Altoona	6,584.4	0.75%	116.37	116.78	117.12	117.53	467.80	117.74	118.19	118.57	119.02	119.26	119.74	120.15	120.66	1,421.13
Johnstown	3,702.1	0.42%	65.43	65.66	65.85	66.08	263.02	66.20	66.45	66.67	66.92	67.06	67.32	67.55	67.84	799.03
Centre County	16,835.4	1.92%	297.53	298.59	299.46	300.52	1,196.10	301.05	302.20	303.16	304.32	304.94	306.15	307.21	308.50	3,633.63
Williamsport	11,654.8	1.33%	205.98	206.71	207.31	208.04	828.04	208.41	209.21	209.87	210.67	211.11	211.94	212.67	213.57	2,515.49
Erie	2,079.0	0.24%	36.74	36.87	36.98	37.11	147.71	37.18	37.32	37.44	37.58	37.66	37.81	37.94	38.10	448.72
Lancaster	45,475.8	5.20%	803.70	806.56	808.90	811.76	3,230.91	813.19	816.31	818.91	822.02	823.71	826.96	829.82	833.33	9,815.16
York	20,394.8	2.33%	360.44	362.77	362.77	364.05	1,448.98	364.69	366.09	367.26	368.66	369.42	370.87	372.16	373.73	4,401.86
Reading	8,141.2	0.93%	143.88	144.39	144.81	145.32	578.41	145.58	146.14	146.60	147.16	147.46	148.05	148.56	149.19	1,757.14
Lebanon	1,655.0	0.19%	29.25	29.35	29.44	29.54	117.58	29.59	29.71	29.80	29.92	29.98	30.10	30.20	30.33	357.20
Mercer	3,586.9	0.41%	63.39	63.62	63.80	64.03	254.84	64.14	64.39	64.59	64.84	64.97	65.23	65.45	65.73	774.17
Adams	28,042.5	3.21%	495.60	497.36	498.80	500.57	1,992.33	501.45	503.37	504.98	506.90	507.94	509.94	511.71	513.87	6,052.49
Franklin	8,918.4	1.02%	157.62	158.18	158.64	159.20	633.62	159.48	160.09	160.60	161.21	161.54	162.18	162.74	163.43	1,924.88
Northwest	44,543.1	5.09%	787.21	790.01	792.31	795.11	3,164.64	796.51	799.56	802.11	805.17	806.82	810.00	812.80	816.24	9,613.86
N. Central	67,603.4	7.73%	1,194.76	1,199.01	1,202.49	1,206.74	4,803.00	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	14,591.02
N. Tier	57,527.4	6.58%	1,016.69	1,020.30	1,023.26	1,026.88	4,087.13	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	12,416.29
S. Alleghenies	60,493.3	6.92%	1,069.10	1,072.91	1,076.02	1,079.82	4,297.85	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	13,056.43
Wayne	6,618.9	0.76%	116.98	117.39	117.73	118.15	470.25	118.36	118.81	119.19	119.64	119.89	120.36	120.78	121.29	1,428.57
Total (No IM)	874,635.9	100.00%	15,457.50	15,512.50	15,557.50	15,612.50	62,140.00	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	188,775.00

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) [50% A-185]

MPO/RPO	RBR Deck Area	% Share	2021	2022	2023	2024	TIP TOTAL	2025	2026	2027	2028	2029	2030	2031	2032	Total TYP
DVRPC	12,755.5	1.46%	225.43	226.23	226.89	227.69	906.24	228.09	228.97	229.69	230.57	231.04	231.96	232.76	233.74	2,753.05
SPC	276,302.9	31.59%	4,883.12	4,900.49	4,914.71	4,932.09	19,630.41	4,940.77	4,959.73	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	59,635.19
Harrisburg	34,925.0	3.99%	617.23	619.43	621.23	623.42	2,481.31	624.52	626.92	628.91	631.31	632.61	635.10	637.30	639.99	7,537.96
Scranton/WB	13,629.0	1.56%	240.87	241.72	242.42	243.28	968.30	243.71	244.65	245.42	246.36	246.87	247.84	248.70	249.75	2,941.58
Lehigh Valley	41,874.0	4.79%	740.04	742.68	744.83	747.46	2,975.01	748.78	751.65	754.05	756.92	758.47	761.47	764.10	767.33	9,037.78
NEPA	70,903.5	8.11%	1,253.08	1,257.54	1,261.19	1,265.65	5,037.46	1,267.88	1,272.74	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	15,303.29
Altoona	30,389.6	3.47%	537.08	538.99	540.55	542.46	2,159.08	543.42	545.50	547.24	549.33	550.45	552.63	554.54	556.88	6,559.07
Johnstown	3,702.1	0.42%	65.43	65.66	65.85	66.08	263.02	66.20	66.45	66.67	66.92	67.06	67.32	67.55	67.84	799.03
Centre County	16,835.4	1.92%	297.53	298.59	299.46	300.52	1,196.10	301.05	302.20	303.16	304.32	304.94	306.15	307.21	308.50	3,633.63
Williamsport	11,654.8	1.33%	205.98	206.71	207.31	208.04	828.04	208.41	209.21	209.87	210.67	211.11	211.94	212.67	213.57	2,515.49
Erie	2,079.0	0.24%	36.74	36.87	36.98	37.11	147.71	37.18	37.32	37.44	37.58	37.66	37.81	37.94	38.10	448.72
Lancaster	45,475.8	5.20%	803.70	806.56	808.90	811.76	3,230.91	813.19	816.31	818.91	822.02	823.71	826.96	829.82	833.33	9,815.16
York	20,394.8	2.33%	360.44	362.77	362.77	364.05	1,448.98	364.69	366.09	367.26	368.66	369.42	370.87	372.16	373.73	4,401.86
Reading	8,141.2	0.93%	143.88	144.39	144.81	145.32	578.41	145.58	146.14	146.60	147.16	147.46	148.05	148.56	149.19	1,757.14
Lebanon	1,655.0	0.19%	29.25	29.35	29.44	29.54	117.58	29.59	29.71	29.80	29.92	29.98	30.10	30.20	30.33	357.20
Mercer	3,586.9	0.41%	63.39	63.62	63.80	64.03	254.84	64.14	64.39	64.59	64.84	64.97	65.23	65.45	65.73	774.17
Adams	28,042.5	3.21%	495.60	497.36	498.80	500.57	1,992.33	501.45	503.37	504.98	506.90	507.94	509.94	511.71	513.87	6,052.49
Franklin	8,918.4	1.02%	157.62	158.18	158.64	159.20	633.62	159.48	160.09	160.60	161.21	161.54	162.18	162.74	163.43	1,924.88
Northwest	44,543.1	5.09%	787.21	790.01	792.31	795.11	3,164.64	796.51	799.56	802.11	805.17	806.82	810.00	812.80	816.24	9,613.86
N. Central	67,603.4	7.73%	1,194.76	1,199.01	1,202.49	1,206.74	4,803.00	1,208.87	1,213.50	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	14,591.02
N. Tier	57,527.4	6.58%	1,016.69	1,020.30	1,023.26	1,026.88	4,087.13	1,028.69	1,032.64	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	12,416.29
S. Alleghenies	60,493.3	6.92%	1,069.10	1,072.91	1,076.02	1,079.82	4,297.85	1,081.72	1,085.87	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	13,056.43
Wayne	6,618.9	0.76%	116.98	117.39	117.73	118.15	470.25	118.36	118.81	119.19	119.64	119.89	120.36	120.78	121.29	1,428.57
Total (No IM)	874,635.9	100.00%	15,457.50	15,512.50	15,557.50	15,612.50	62,140.00	15,640.00	15,700.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	188,775.00

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2021	2022	2023	2024	TIP TOTAL	2025	2026	2027	2028	2029	2030	2031	2032	Total TYP
DVRPC	12,755.5	1.46%	450.86	452.46	453.77	455.38	1,812.47	456.18	457.93	459.39	461.14	462.09	463.91	465.51	467.48	5,506.11
SPC	276,302.9	31.59%	9,766.24	9,800.99	9,829.42	9,864.17	39,260.82	9,881.55	9,919.45	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	119,270.38
Harrisburg	34,925.0	3.99%	1,234.46	1,238.86	1,242.45	1,246.84	4,962.61	1,249.04	1,253.83	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	15,075.91
Scranton/WB	13,629.0	1.56%	481.73	483.45	484.85	486.56	1,936.59	487.42	489.29	490.85	492.72	493.73	495.68	497.39	499.50	5,883.17
Lehigh Valley	41,874.0	4.79%	1,480.08	1,485.35	1,489.66	1,494.93	5,950.02	1,497.56	1,503.30	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	18,075.55
NEPA	70,903.5	8.11%	2,506.16	2,515.08	2,522.38	2,531.30	10,074.92	2,535.75	2,545.48	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	30,606.58
SEDA-COG	30,389.6	3.47%	1,074.15	1,077.98	1,081.10	1,084.93	4,318.16	1,086.84	1,091.01	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	13,118.14
Altoona	6,584.4	0.75%	232.73	233.56	234.24	235.07	935.60	235.48	236.38	237.14	238.04	238.53	239.47	240.30	241.32	2,842.26
Johnstown	3,702.1	0.42%	130.85	131.32	131.70	132.17	526.04	132.40	132.91	133.33	133.84	134.11	134.64	135.11	135.68	1,598.07
Centre County	16,835.4	1.92%	595.07	597.18	598.92	601.03	2,392.20	602.09	604.40	606.33	608.64	609.89	612.29	614.41	617.01	7,267.26
Williamsport	11,654.8	1.33%	411.95	413.42	414.62	416.08	1,656.07	416.82	418.41	419.75	421.35	422.21	423.88	425.34	427.14	5,030.97
Erie	2,079.0	0.24%	73.48	73.75	73.96	74.22	295.41	74.35	74.64	74.88	75.16	75.31	75.61	75.87	76.19	897.43
Lancaster	45,475.8	5.20%	1,607.39	1,613.11	1,617.79	1,623.51	6,461.81	1,626.37	1,632.61	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	19,630.33
York	20,394.8	2.33%	720.88	723.44	725.54	728.11	2,897.97	729.39	732.19	734.52	737.32	738.83	741.75	744.31	747.46	8,803.73
Reading	8,141.2	0.93%	287.76	288.78	289.62	290.65	1,156.81	291.16	292.27	293.21	294.32	294.93	296.09	297.11	298.37	3,514.27
Lebanon	1,655.0	0.19%	58.50	58.71	58.88	59.08	235.16	59.19	59.42	59.60	59.83	59.95	60.19	60.40	60.65	714.41
Mercer	3,586.9	0.41%	126.78	127.23	127.60	128.05	509.67	128.28	128.77	129.18	129.67	129.94	130.45	130.90	131.46	1,548.34
Adams	28,042.5	3.21%	991.19	994.72	997.61	1,001.13	3,984.65	1,002.90	1,006.74	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	12,104.98
Franklin	8,918.4	1.02%	315.23	316.35	317.27	318.39	1,267.25	318.95	320.18	321.20	322.42	323.08	324.36	325.48	326.86	3,849.76
Northwest	44,543.1	5.09%	1,574.43	1,580.03	1,584.61	1,590.21	6,329.28	1,593.02	1,599.13	1,604.22	1,610.33	1,613.64	1,620.01	1,625.61	1,632.48	19,227.71
N. Central	67,603.4	7.73%	2,389.52	2,398.02	2,404.98	2,413.48	9,606.00	2,417.73	2,427.01	2,434.74	2,444.01	2,449.03	2,458.70	2,467.20	2,477.63	29,182.04
N. Tier	57,527.4	6.58%	2,033.37	2,040.61	2,046.53	2,053.76	8,174.26	2,057.38	2,065.27	2,071.85	2,079.74	2,084.02	2,092.24	2,099.47	2,108.35	24,832.58
S. Alleghenies	60,493.3	6.92%	2,138.20	2,145.81	2,152.04	2,159.65	8,595.70	2,163.45	2,171.75	2,178.67	2,186.97	2,191.46	2,200.11	2,207.71	2,217.05	26,112.86
Wayne	6,618.9	0.76%	233.95	234.78	235.47	236.30	940.50	236.71	237.62	238.38	239.29	239.78	240.73	241.56	242.58	2,857.15
Total (No IM)	874,635.9	100.00%	30,915.00	31,025.00	31,115.00	31,225.00	124,280.00	31,280.00	31,400.00	31,500.00	31,620.00	31,685.00	31,810.00	31,920.00	32,055.00	377,550.00

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

**Pavement:**

- Condition Surveys (STAMPP Program):
  - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
  - Contractor also collects pavement condition for Local Federal Aid roads
  - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys
- Condition Survey Field Manuals:
  - Publication 336: Pavement (Bituminous & Jointed Concrete)
  - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
  - Publication 33: Shoulder And Guide Rail
  - Publication 73: Storm Water Facility
- Treatments/Dollar Needs:
  - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

**Bituminous Pavement Fatigue Cracking (High Severity)**

% Length Extent	Interstate / NHS Expressway	NHS – NON- Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

## **Bridges**

- Condition Surveys
  - Bridge inspections have been performed through progressive Federal minimum standards since 1971
  - Bridges are inspected every 2 years or less, depending on condition
- Condition Survey Field Manual
  - Publication 100A
- Treatment / Dollar needs
  - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
  - For each bridge, the treatment and cost are determined.
  - Total cost of treatments = Dollar Needs
  - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

## Appendix 5: Financial Guidance Distribution Formula Summary

Category	2019 Financial Guidance		2021 Financial Guidance		2023 and 2024	
	2019-2022		2021 and 2022		2023 and 2024	
NHPP	65% Bridge	4/5 SD Deck Area 1/5 Deck Area All Bridges	65% Bridge	4/5 Poor Deck Area 1/5 Deck Area All Bridges	40% Bridge	3/4 Deck Area All Bridges 1/4 Bridge AMF*
	35% Highway	1/6 VMT	35% Highway	1/6 VMT	60% Highway	1/4 Lane Miles
		1/6 Truck VMT		1/6 Truck VMT		1/4 VMT
		1/3 Lane Miles		1/3 Lane Miles		1/4 Truck VMT
		1/3 Poor IRI		1/3 Poor IRI		1/4 Pavement AMF*
STP	\$317,378,000 Interstate Program PER YEAR		Interstate -- 26/55ths of Apportionment in Year 1; \$50,000,000 additional in each subsequent year			
	65% Bridge	4/5 SD Deck Area 1/5 Deck Area All Bridges	65% Bridge	4/5 Poor Deck Area 1/5 Deck Area All Bridges	40% Bridge	Deck Area All Bridges
	35% Highway	1/6 VMT	35% Highway	1/6 VMT	60% Highway	1/2 Lane Miles
		1/6 Truck VMT		1/6 Truck VMT		1/4 VMT
		1/3 Lane Miles		1/3 Lane Miles		1/4 Truck VMT
State Highway		1/3 VMT		1/3 VMT		1/4 VMT
		1/3 Lane Miles		1/3 Lane Miles		1/4 Truck VMT
State Bridge		1/3 Poor IRI		1/3 Poor IRI		1/2 Lane Miles
		4/5 SD Deck Area		4/5 Poor Deck Area		Deck Area All bridges
Federal Off-System Bridge	1/5 Deck Area All Bridges		1/5 Deck Area All Bridges			
	4/5 SD Deck Area		4/5 Poor Deck Area			
HSIP	1/5 Deck Area All Bridges		1/5 Deck Area All Bridges			
	1/2 Fatalities and Major Injuries		1/5 Deck Area All Bridges			
HSIP	1/2 Crashes		25:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage Only Crashes)			
Rail		\$500,000 base to each Planning Region, \$35 million Statewide PER YEAR				
NHFP		Statewide Program				
NHFP		Interstate Program				
CMAQ		Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment maintenance areas				
TAP		Statewide Program; funds designated to urban areas distributed according to federal formula				
STP-Urban		Funds distributed according to federal formula				

\* Asset Management Factor



Appendix 6  
State Transit Funds  
Estimated Annual Funding 2021  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	349,280	673,040	15,252	1,037,572
	<i>Krapf's Coach - Chester</i>		18	0	18
	<i>Upper Merion</i>		19	0	19
	PAAC	113,740	235,099	13,186	362,024
	AMTRAN -- Blair	0	3,137	0	3,137
	BCTA -- Beaver	0	3,949	458	4,407
	CAT -- Dauphin	0	8,841	1,048	9,889
	CATA -- Centre	0	6,862	268	7,129
	CCTA -- Cambria	0	7,178	944	8,122
	COLTS -- Lackawanna	0	7,174	2,016	9,190
	EMTA -- Erie	0	10,136	1,270	11,406
	FACT -- Fayette	0	1,192	545	1,738
	HPT -- Hazleton	0	2,052	0	2,052
	LANTA -- Lehigh-Northampton	0	17,810	3,527	21,337
	LCTA -- Luzerne	0	6,014	853	6,867
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,016	519	2,535
	MMVTA -- Mid Mon Valley	0	2,988	0	2,988
	MCTA -- Monroe	0	2,088	1,219	3,307
	Pottstown -- Montgomery	0	1,318	0	1,318
	SCTA -- South Central	0	16,500	4,450	20,950
	SVSS -- Shenango Valley	0	818	792	1,610
	WCTA -- Washington	0	1,535	1,947	3,482
	WBT -- Williamsport	0	4,348	0	4,348
	WCTA -- Westmoreland	0	3,603	1,719	5,322
	YATA -- York/Adams	0	7,086	5,056	12,142
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>463,020</b>	<b>1,024,835</b>	<b>55,068</b>	<b>1,542,923</b>
RURAL	ATA	0	5,586	452	6,039
	BTA -- Butler	0	964	0	964
	Carbon	0	261	574	835
	CATA -- Crawford	0	1,390	956	2,345
	EMTA -- Endless Mtns.	0	1,050	1,072	2,122
	ICTA -- Indiana	0	1,720	377	2,098
	Mid-County -- Armstrong	0	627	355	982
	Mt. Carmel	0	321	0	321
	NCATA -- New Castle	0	4,520	0	4,520
	STS -- Schuylkill	0	1,656	1,042	2,698
	TAWC -- Warren	0	708	523	1,231
	<b>Rural Total</b>	<b>0</b>	<b>18,803</b>	<b>5,352</b>	<b>24,155</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	405	405
	BLAIR COUNTY SENIOR SERVICES	0	0	1,256	1,256
	BUCKS COUNTY TRANSPORT, INC.	0	0	3,617	3,617
	BUTLER COUNTY	0	0	613	613
	CENTRE COUNTY	0	0	488	488
	CLARION COUNTY	0	0	400	400
	COMMUNITY TRANS OF DELAWARE	0	0	3,171	3,171
	FOREST COUNTY	0	0	331	331
	GREENE COUNTY	0	0	372	372
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,307	1,307
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,996	2,996
	MIFFLIN-JUNIATA AA ON AGING	0	0	383	383
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	395	395
	SOMERSET COUNTY	0	0	205	205
	STEP (Clinton/ Lycoming)	0	0	1,049	1,049
	SUBURBAN TRANS (Montgomery)	0	0	4,188	4,188
	Susquehanna Co.	0	0	799	799
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	988	988
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,963</b>	<b>22,963</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,366</b>	<b>0</b>	<b>4,366</b>
	PennDOT Discretion	26,490	0	0	26,490
	Other Unallocated (Urban/Rural)	40,260	41,726	1,117	83,103
	<b>GRAND TOTAL</b>	<b>529,770</b>	<b>1,089,730</b>	<b>84,500</b>	<b>1,704,000</b>

\* 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 2016-17 operating statistics and uses SFY19-20 allocations.

Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 3/22/2019

Appendix 6  
State Transit Funds  
Estimated Annual Funding 2022  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	350,440	673,040	15,252	1,038,732
	<i>Krapf's Coach - Chester</i>		18	0	18
	<i>Upper Merion</i>		19	0	19
	PAAC	114,120	235,099	13,186	362,404
	AMTRAN -- Blair	0	3,137	0	3,137
	BCTA -- Beaver	0	3,949	458	4,407
	CAT -- Dauphin	0	8,841	1,048	9,889
	CATA -- Centre	0	6,862	268	7,129
	CCTA -- Cambria	0	7,178	944	8,122
	COLTS -- Lackawanna	0	7,174	2,016	9,190
	EMTA -- Erie	0	10,136	1,270	11,406
	FACT -- Fayette	0	1,192	545	1,738
	HPT -- Hazleton	0	2,052	0	2,052
	LANTA -- Lehigh-Northampton	0	17,810	3,527	21,337
	LCTA -- Luzerne	0	6,014	853	6,867
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,016	519	2,535
	MMVTA -- Mid Mon Valley	0	2,988	0	2,988
	MCTA -- Monroe	0	2,088	1,219	3,307
	Pottstown -- Montgomery	0	1,318	0	1,318
	SCTA -- South Central	0	16,500	4,450	20,950
	SVSS -- Shenango Valley	0	818	792	1,610
	WCTA -- Washington	0	1,535	1,947	3,482
	WBT -- Williamsport	0	4,348	0	4,348
	WCTA -- Westmoreland	0	3,603	1,719	5,322
	YATA -- York/Adams	0	7,086	5,056	12,142
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>464,560</b>	<b>1,024,835</b>	<b>55,068</b>	<b>1,544,463</b>
RURAL	ATA	0	5,586	452	6,039
	BTA -- Butler	0	964	0	964
	Carbon	0	261	574	835
	CATA -- Crawford	0	1,390	956	2,345
	EMTA -- Endless Mtns.	0	1,050	1,072	2,122
	ICTA -- Indiana	0	1,720	377	2,098
	Mid-County -- Armstrong	0	627	355	982
	Mt. Carmel	0	321	0	321
	NCATA -- New Castle	0	4,520	0	4,520
	STS -- Schuylkill	0	1,656	1,042	2,698
	TAWC -- Warren	0	708	523	1,231
	<b>Rural Total</b>	<b>0</b>	<b>18,803</b>	<b>5,352</b>	<b>24,155</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	405	405
	BLAIR COUNTY SENIOR SERVICES	0	0	1,256	1,256
	BUCKS COUNTY TRANSPORT, INC.	0	0	3,617	3,617
	BUTLER COUNTY	0	0	613	613
	CENTRE COUNTY	0	0	488	488
	CLARION COUNTY	0	0	400	400
	COMMUNITY TRANS OF DELAWARE	0	0	3,171	3,171
	FOREST COUNTY	0	0	331	331
	GREENE COUNTY	0	0	372	372
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,307	1,307
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,996	2,996
	MIFFLIN-JUNIATA AA ON AGING	0	0	383	383
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	395	395
	SOMERSET COUNTY	0	0	205	205
	STEP (Clinton/ Lycoming)	0	0	1,049	1,049
	SUBURBAN TRANS (Montgomery)	0	0	4,188	4,188
	Susquehanna Co.	0	0	799	799
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	988	988
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,963</b>	<b>22,963</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,366</b>	<b>0</b>	<b>4,366</b>
	PennDOT Discretion	26,580	0	0	26,580
	Other Unallocated (Urban/Rural)	40,400	78,266	1,117	119,783
	<b>GRAND TOTAL</b>	<b>531,540</b>	<b>1,126,270</b>	<b>84,500</b>	<b>1,742,310</b>

\* 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 21-22.

# Distribution for all fiscal years is based on FY 2016-17 operating statistics and uses SFY19-20 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 3/22/2019

Appendix 6  
State Transit Funds  
Estimated Annual Funding 2023  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	382,680	673,040	15,252	1,070,972
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	124,620	235,099	13,186	372,904
	AMTRAN -- Blair	0	3,137	0	3,137
	BCTA -- Beaver	0	3,949	458	4,407
	CAT -- Dauphin	0	8,841	1,048	9,889
	CATA -- Centre	0	6,862	268	7,129
	CCTA -- Cambria	0	7,178	944	8,122
	COLTS -- Lackawanna	0	7,174	2,016	9,190
	EMTA -- Erie	0	10,136	1,270	11,406
	FACT -- Fayette	0	1,192	545	1,738
	HPT -- Hazleton	0	2,052	0	2,052
	LANTA -- Lehigh-Northampton	0	17,810	3,527	21,337
	LCTA -- Luzerne	0	6,014	853	6,867
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,016	519	2,535
	MMVTA -- Mid Mon Valley	0	2,988	0	2,988
	MCTA -- Monroe	0	2,088	1,219	3,307
	Pottstown -- Montgomery	0	1,318	0	1,318
	SCTA -- South Central	0	16,500	4,450	20,950
	SVSS -- Shenango Valley	0	818	792	1,610
	WCTA -- Washington	0	1,535	1,947	3,482
	WBT -- Williamsport	0	4,348	0	4,348
	WCTA -- Westmoreland	0	3,603	1,719	5,322
	YATA -- York/Adams	0	7,086	5,056	12,142
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>507,300</b>	<b>1,024,835</b>	<b>55,068</b>	<b>1,587,203</b>
RURAL	ATA	0	5,586	452	6,039
	BTA -- Butler	0	964	0	964
	Carbon	0	261	574	835
	CATA -- Crawford	0	1,390	956	2,345
	EMTA -- Endless Mtns.	0	1,050	1,072	2,122
	ICTA -- Indiana	0	1,720	377	2,098
	Mid-County -- Armstrong	0	627	355	982
	Mt. Carmel	0	321	0	321
	NCATA -- New Castle	0	4,520	0	4,520
	STS -- Schuylkill	0	1,656	1,042	2,698
	TAWC -- Warren	0	708	523	1,231
	<b>Rural Total</b>	<b>0</b>	<b>18,803</b>	<b>5,352</b>	<b>24,155</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	405	405
	BLAIR COUNTY SENIOR SERVICES	0	0	1,256	1,256
	BUCKS COUNTY TRANSPORT, INC.	0	0	3,617	3,617
	BUTLER COUNTY	0	0	613	613
	CENTRE COUNTY	0	0	488	488
	CLARION COUNTY	0	0	400	400
	COMMUNITY TRANS OF DELAWARE	0	0	3,171	3,171
	FOREST COUNTY	0	0	331	331
	GREENE COUNTY	0	0	372	372
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,307	1,307
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,996	2,996
	MIFFLIN-JUNIATA AA ON AGING	0	0	383	383
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	395	395
	SOMERSET COUNTY	0	0	205	205
	STEP (Clinton/ Lycoming)	0	0	1,049	1,049
	SUBURBAN TRANS (Montgomery)	0	0	4,188	4,188
	Susquehanna Co.	0	0	799	799
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	988	988
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,963</b>	<b>22,963</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,366</b>	<b>0</b>	<b>4,366</b>
	PennDOT Discretion	29,020	0	0	29,020
	Other Unallocated (Urban/Rural)	44,110	110,826	1,117	156,053
	<b>GRAND TOTAL</b>	<b>580,430</b>	<b>1,158,830</b>	<b>84,500</b>	<b>1,823,760</b>

\* 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 22-23.

# Distribution for all fiscal years is based on FY 2016-17 operating statistics and uses SFY19-20 allocations.

Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 3/22/2019

Appendix 6  
State Transit Funds  
Estimated Annual Funding 2024  
\$000

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	382,680	673,040	15,252	1,070,972
	<i>Krapf's Coach - Chester</i>		18	0	18
	<i>Upper Merion</i>		19	0	19
	PAAC	124,620	235,099	13,186	372,904
	AMTRAN -- Blair	0	3,137	0	3,137
	BCTA -- Beaver	0	3,949	458	4,407
	CAT -- Dauphin	0	8,841	1,048	9,889
	CATA -- Centre	0	6,862	268	7,129
	CCTA -- Cambria	0	7,178	944	8,122
	COLTS -- Lackawanna	0	7,174	2,016	9,190
	EMTA -- Erie	0	10,136	1,270	11,406
	FACT -- Fayette	0	1,192	545	1,738
	HPT -- Hazleton	0	2,052	0	2,052
	LANTA -- Lehigh-Northampton	0	17,810	3,527	21,337
	LCTA -- Luzerne	0	6,014	853	6,867
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,016	519	2,535
	MMVTA -- Mid Mon Valley	0	2,988	0	2,988
	MCTA -- Monroe	0	2,088	1,219	3,307
	Pottstown -- Montgomery	0	1,318	0	1,318
	SCTA -- South Central	0	16,500	4,450	20,950
	SVSS -- Shenango Valley	0	818	792	1,610
	WCTA -- Washington	0	1,535	1,947	3,482
	WBT -- Williamsport	0	4,348	0	4,348
	WCTA -- Westmoreland	0	3,603	1,719	5,322
	YATA -- York/Adams	0	7,086	5,056	12,142
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>507,300</b>	<b>1,024,835</b>	<b>55,068</b>	<b>1,587,203</b>
RURAL	ATA	0	5,586	452	6,039
	BTA -- Butler	0	964	0	964
	Carbon	0	261	574	835
	CATA -- Crawford	0	1,390	956	2,345
	EMTA -- Endless Mtns.	0	1,050	1,072	2,122
	ICTA -- Indiana	0	1,720	377	2,098
	Mid-County -- Armstrong	0	627	355	982
	Mt. Carmel	0	321	0	321
	NCATA -- New Castle	0	4,520	0	4,520
	STS -- Schuylkill	0	1,656	1,042	2,698
	TAWC -- Warren	0	708	523	1,231
	<b>Rural Total</b>	<b>0</b>	<b>18,803</b>	<b>5,352</b>	<b>24,155</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	405	405
	BLAIR COUNTY SENIOR SERVICES	0	0	1,256	1,256
	BUCKS COUNTY TRANSPORT, INC.	0	0	3,617	3,617
	BUTLER COUNTY	0	0	613	613
	CENTRE COUNTY	0	0	488	488
	CLARION COUNTY	0	0	400	400
	COMMUNITY TRANS OF DELAWARE	0	0	3,171	3,171
	FOREST COUNTY	0	0	331	331
	GREENE COUNTY	0	0	372	372
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,307	1,307
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,996	2,996
	MIFFLIN-JUNIATA AA ON AGING	0	0	383	383
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	395	395
	SOMERSET COUNTY	0	0	205	205
	STEP (Clinton/ Lycoming)	0	0	1,049	1,049
	SUBURBAN TRANS (Montgomery)	0	0	4,188	4,188
	Susquehanna Co.	0	0	799	799
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	988	988
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,963</b>	<b>22,963</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	887	0	887
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	887	0	887
	<b>Other Agency Total</b>	<b>0</b>	<b>4,366</b>	<b>0</b>	<b>4,366</b>
	PennDOT Discretion	29,020	0	0	29,020
	Other Unallocated (Urban/Rural)	44,110	110,826	1,117	156,053
	<b>GRAND TOTAL</b>	<b>580,430</b>	<b>1,158,830</b>	<b>84,500</b>	<b>1,823,760</b>

\* 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 23-24.

# Distribution for all fiscal years is based on FY 2016-17 operating statistics and uses SFY19-20 allocations.

Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the 1513 Operating column.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the FY 18-19 Shared-Ride amounts are prorated based on the reduction of available lottery funding for the program in FY 19-20. PwD amounts remain constant.

Date Prepared: 3/22/2019

Appendix 6  
State Transit Funds  
Estimated Annual Funding 2021-2024

\$000					
	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,465,080	2,692,162	61,006	4,218,248
	<i>Krapf's Coach - Chester</i>	0	73	0	73
	<i>Upper Merion</i>	0	77	0	77
	PAAC	477,100	940,394	52,743	1,470,237
	AMTRAN -- Blair	0	12,547	0	12,547
	BCTA -- Beaver	0	15,797	1,830	17,627
	CAT -- Dauphin	0	35,364	4,191	39,555
	CATA -- Centre	0	27,446	1,071	28,518
	CCTA -- Cambria	0	28,711	3,776	32,487
	COLTS -- Lackawanna	0	28,698	8,064	36,762
	EMTA -- Erie	0	40,545	5,080	45,626
	FACT -- Fayette	0	4,769	2,182	6,951
	HPT -- Hazleton	0	8,206	0	8,206
	LANTA -- Lehigh-Northampton	0	71,238	14,109	85,347
	LCTA -- Luzerne	0	24,058	3,410	27,468
	<i>Martz</i>	0	54	0	54
	LT -- Lebanon	0	8,063	2,076	10,139
	MMVTA -- Mid Mon Valley	0	11,952	0	11,952
	MCTA -- Monroe	0	8,354	4,876	13,230
	Pottstown -- Montgomery	0	5,271	0	5,271
	SCTA -- South Central	0	66,000	17,801	83,801
	SVSS -- Shenango Valley	0	3,271	3,169	6,440
	WCTA -- Washington	0	6,141	7,788	13,929
	WBT -- Williamsport	0	17,392	0	17,392
	WCTA -- Westmoreland	0	14,411	6,875	21,286
	YATA -- York/Adams	0	28,345	20,222	48,567
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>1,942,180</b>	<b>4,099,340</b>	<b>220,271</b>	<b>6,261,791</b>
RURAL	ATA	0	22,345	1,809	24,155
	BTA -- Butler	0	3,858	0	3,858
	Carbon	0	1,044	2,296	3,340
	CATA -- Crawford	0	5,559	3,822	9,381
	EMTA -- Endless Mtns.	0	4,199	4,289	8,489
	ICTA -- Indiana	0	6,881	1,509	8,391
	Mid-County -- Armstrong	0	2,507	1,421	3,929
	Mt. Carmel	0	1,283	0	1,283
	NCATA -- New Castle	0	18,079	0	18,079
	STS -- Schuylkill	0	6,625	4,168	10,793
	TAWC -- Warren	0	2,832	2,093	4,925
	<b>Rural Total</b>	<b>0</b>	<b>75,213</b>	<b>21,408</b>	<b>96,621</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,619	1,619
	BLAIR COUNTY SENIOR SERVICES	0	0	5,024	5,024
	BUCKS COUNTY TRANSPORT, INC.	0	0	14,468	14,468
	BUTLER COUNTY	0	0	2,454	2,454
	CENTRE COUNTY	0	0	1,952	1,952
	CLARION COUNTY	0	0	1,600	1,600
	COMMUNITY TRANS OF DELAWARE	0	0	12,686	12,686
	FOREST COUNTY	0	0	1,324	1,324
	GREENE COUNTY	0	0	1,490	1,490
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	5,228	5,228
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	11,986	11,986
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,531	1,531
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,579	1,579
	SOMERSET COUNTY	0	0	819	819
	STEP (Clinton/ Lycoming)	0	0	4,196	4,196
	SUBURBAN TRANS (Montgomery)	0	0	16,752	16,752
	Susquehanna Co.	0	0	3,194	3,194
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	3,952	3,952
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>91,853</b>	<b>91,853</b>
Other Agencies	Bucks County Transport	0	2,550	0	2,550
	Chester County TMA	0	3,550	0	3,550
	Philadelphia Unemployment Project	0	1,469	0	1,469
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	3,550	0	3,550
	<b>Other Agency Total</b>	<b>0</b>	<b>17,462</b>	<b>0</b>	<b>17,462</b>
	PennDOT Discretion	111,110	0	0	111,110
	Other Unallocated (Urban/Rural)	168,880	341,644	4,468	514,992
	<b>GRAND TOTAL</b>	<b>2,222,170</b>	<b>4,533,659</b>	<b>338,000</b>	<b>7,093,829</b>

\* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as

# Distribution for all fiscal years is based on FY 2016-17 operating statistics and uses SFY19-20 allocations.

@ Shared Ride allocation in SFY 18-19 equal the actual grants for both the Shared-Ride and PwD Programs. In

Date Prepared: 3/22/2019

**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2021-2024 (\$000)**

Federal Transit		FFY 2021					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachia Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,011	0	663	0	0	1,031	9,706
Altoona*	1,314	0	0	0	0	0	1,314
East Stroudsburg*	942	0	0	0	0	0	942
Erie*	4,225	0	0	0	0	0	4,225
Harrisburg*	5,165	0	447	0	0	628	6,241
Hanover*	1,004	0	0	0	0	0	1,004
Hazleton*	884	0	0	0	0	0	884
Johnstown*	1,589	16	0	0	0	0	1,604
Lancaster*	4,656	0	425	0	0	564	5,645
Lebanon*	1,142	0	0	0	0	0	1,142
Monessen*	1,196	0	0	0	0	0	1,196
Philadelphia**	110,645	133,640	3,573	0	0	10,357	258,214
Pittsburgh**	34,943	24,431	1,884	0	0	3,546	64,804
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,720	0	277	0	0	454	4,451
Scranton/Wilkes-Barre*	4,925	0	451	0	0	597	5,974
Sharon*	431	0	53	0	0	0	483
State College*	3,330	0	0	0	0	0	3,330
Uniontown-Connellsville*	1,244	0	0	0	0	0	1,244
Williamsport*	2,527	0	0	0	0	0	2,527
York*	3,211	0	240	0	0	396	3,848
<b>Large Urban</b>	<b>7,263</b>	<b>4,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,507</b>
<b>Small Urban</b>	<b>1,666</b>	<b>0</b>	<b>2,170</b>	<b>0</b>	<b>0</b>	<b>2,020</b>	<b>5,856</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>12,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,593</b>	<b>16,395</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,419</b>	<b>21,695</b>	<b>0</b>	<b>0</b>	<b>24,114</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,829</b>	<b>0</b>	<b>0</b>	<b>3,829</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>205,462</b>	<b>175,132</b>	<b>12,602</b>	<b>25,524</b>	<b>4,788</b>	<b>23,188</b>	<b>446,695</b>

Date prepared: 3/25/2019

+ 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 7**  
**Financial Guidance**  
**Federal Transit Funding 2021-2024 (\$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*	8,011	0	663	0	0	1,031	9,706
Altoona*	1,314	0	0	0	0	0	1,314
East Stroudsburg*	942	0	0	0	0	0	942
Erie*	4,225	0	0	0	0	0	4,225
Harrisburg*	5,165	0	447	0	0	628	6,241
Hanover*	1,004	0	0	0	0	0	1,004
Hazleton*	884	0	0	0	0	0	884
Johnstown*	1,589	16	0	0	0	0	1,604
Lancaster*	4,656	0	425	0	0	564	5,645
Lebanon*	1,142	0	0	0	0	0	1,142
Monessen*	1,196	0	0	0	0	0	1,196
Philadelphia**	110,645	133,640	3,573	0	0	10,357	258,214
Pittsburgh**	34,943	24,431	1,884	0	0	3,546	64,804
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,720	0	277	0	0	454	4,451
Scranton/Wilkes-Barre*	4,925	0	451	0	0	597	5,974
Sharon*	431	0	53	0	0	0	483
State College*	3,330	0	0	0	0	0	3,330
Uniontown-Connellsville*	1,244	0	0	0	0	0	1,244
Williamsport*	2,527	0	0	0	0	0	2,527
York*	3,211	0	240	0	0	396	3,848
<b>Large Urban</b>	<b>7,263</b>	<b>4,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,507</b>
<b>Small Urban</b>	<b>1,666</b>	<b>0</b>	<b>2,170</b>	<b>0</b>	<b>0</b>	<b>2,020</b>	<b>5,856</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>12,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,593</b>	<b>16,395</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,419</b>	<b>21,695</b>	<b>0</b>	<b>0</b>	<b>24,114</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,829</b>	<b>0</b>	<b>0</b>	<b>3,829</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>205,462</b>	<b>175,132</b>	<b>12,602</b>	<b>25,524</b>	<b>4,788</b>	<b>23,188</b>	<b>446,695</b>

Date prepared: 3/25/2019

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**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2021-2024 (\$000)**

Federal Transit		FFY 2023					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	8,011	0	663	0	0	1,031	9,706
Altoona*	1,314	0	0	0	0	0	1,314
East Stroudsburg*	942	0	0	0	0	0	942
Erie*	4,225	0	0	0	0	0	4,225
Harrisburg*	5,165	0	447	0	0	628	6,241
Hanover*	1,004	0	0	0	0	0	1,004
Hazleton*	884	0	0	0	0	0	884
Johnstown*	1,589	16	0	0	0	0	1,604
Lancaster*	4,656	0	425	0	0	564	5,645
Lebanon*	1,142	0	0	0	0	0	1,142
Monessen*	1,196	0	0	0	0	0	1,196
Philadelphia**	110,645	133,640	3,573	0	0	10,357	258,214
Pittsburgh**	34,943	24,431	1,884	0	0	3,546	64,804
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,720	0	277	0	0	454	4,451
Scranton/Wilkes-Barre*	4,925	0	451	0	0	597	5,974
Sharon*	431	0	53	0	0	0	483
State College*	3,330	0	0	0	0	0	3,330
Uniontown-Connellsville*	1,244	0	0	0	0	0	1,244
Williamsport*	2,527	0	0	0	0	0	2,527
York*	3,211	0	240	0	0	396	3,848
<b>Large Urban</b>	<b>7,263</b>	<b>4,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,507</b>
<b>Small Urban</b>	<b>1,666</b>	<b>0</b>	<b>2,170</b>	<b>0</b>	<b>0</b>	<b>2,020</b>	<b>5,856</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>12,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,593</b>	<b>16,395</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,419</b>	<b>21,695</b>	<b>0</b>	<b>0</b>	<b>24,114</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,829</b>	<b>0</b>	<b>0</b>	<b>3,829</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>205,462</b>	<b>175,132</b>	<b>12,602</b>	<b>25,524</b>	<b>4,788</b>	<b>23,188</b>	<b>446,695</b>

Date prepared: 3/25/2019

+ 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 7**  
**Financial Guidance**  
**Federal Transit Funding 2021-2024 (\$000)**

Federal Transit		FFY 2024					Total
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	
Allentown-Bethlehem*	8,011	0	663	0	0	1,031	9,706
Altoona*	1,314	0	0	0	0	0	1,314
East Stroudsburg*	942	0	0	0	0	0	942
Erie*	4,225	0	0	0	0	0	4,225
Harrisburg*	5,165	0	447	0	0	628	6,241
Hanover*	1,004	0	0	0	0	0	1,004
Hazleton*	884	0	0	0	0	0	884
Johnstown*	1,589	16	0	0	0	0	1,604
Lancaster*	4,656	0	425	0	0	564	5,645
Lebanon*	1,142	0	0	0	0	0	1,142
Monessen*	1,196	0	0	0	0	0	1,196
Philadelphia**	110,645	133,640	3,573	0	0	10,357	258,214
Pittsburgh**	34,943	24,431	1,884	0	0	3,546	64,804
Pottstown*	1,430	0	0	0	0	0	1,430
Reading*	3,720	0	277	0	0	454	4,451
Scranton/Wilkes-Barre*	4,925	0	451	0	0	597	5,974
Sharon*	431	0	53	0	0	0	483
State College*	3,330	0	0	0	0	0	3,330
Uniontown-Connellsville*	1,244	0	0	0	0	0	1,244
Williamsport*	2,527	0	0	0	0	0	2,527
York*	3,211	0	240	0	0	396	3,848
<b>Large Urban</b>	<b>7,263</b>	<b>4,244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,507</b>
<b>Small Urban</b>	<b>1,666</b>	<b>0</b>	<b>2,170</b>	<b>0</b>	<b>0</b>	<b>2,020</b>	<b>5,856</b>
<b>Large or Small Urban</b>	<b>0</b>	<b>12,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,593</b>	<b>16,395</b>
<b>Non Urbanized</b>	<b>0</b>	<b>0</b>	<b>2,419</b>	<b>21,695</b>	<b>0</b>	<b>0</b>	<b>24,114</b>
<b>Intercity Bus</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,829</b>	<b>0</b>	<b>0</b>	<b>3,829</b>
<b>Appalachian Counties</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,788</b>	<b>0</b>	<b>4,788</b>
<b>TOTALS</b>	<b>205,462</b>	<b>175,132</b>	<b>12,602</b>	<b>25,524</b>	<b>4,788</b>	<b>23,188</b>	<b>446,695</b>

Date prepared: 3/25/2019

+ 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 7**  
**Financial Guidance**  
**Federal Transit Funding 2021-2024 (\$000)**

Federal Transit		Total FFY 2021 - FFY 2024					
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	32,045	0	2,654	0	0	4,125	38,824
Altoona*	5,257	0	0	0	0	0	5,257
East Stroudsburg*	3,769	0	0	0	0	0	3,769
Erie*	16,899	0	0	0	0	0	16,899
Harrisburg*	20,661	0	1,790	0	0	2,512	24,963
Hanover*	4,017	0	0	0	0	0	4,017
Hazleton*	3,535	0	0	0	0	0	3,535
Johnstown*	6,356	62	0	0	0	0	6,418
Lancaster*	18,622	0	1,699	0	0	2,258	22,579
Lebanon*	4,569	0	0	0	0	0	4,569
Monessen*	4,782	0	0	0	0	0	4,782
Philadelphia**	442,578	534,558	14,293	0	0	41,428	1,032,857
Pittsburgh**	139,771	97,724	7,535	0	0	14,186	259,216
Pottstown*	5,718	0	0	0	0	0	5,718
Reading*	14,879	0	1,109	0	0	1,815	17,802
Scranton/Wilkes-Barre*	19,700	0	1,806	0	0	2,390	23,895
Sharon*	1,723	0	210	0	0	0	1,933
State College*	13,321	0	0	0	0	0	13,321
Uniontown-Connellsville*	4,975	0	0	0	0	0	4,975
Williamsport*	10,107	0	0	0	0	0	10,107
York*	12,845	0	959	0	0	1,586	15,390
Large Urban	29,052	16,975	0	0	0	0	46,027
Small Urban	6,665	0	8,678	0	0	8,080	23,423
Large or Small Urban	0	51,210	0	0	0	14,371	65,581
Non Urbanized	0	0	9,675	86,781	0	0	96,457
Intercity Bus	0	0	0	15,314	0	0	15,314
Appalachian Counties	0	0	0	0	19,152	0	19,152
TOTALS	821,846	700,529	50,408	102,096	19,152	92,751	1,786,781

Date prepared: 3/25/2019

+ 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 8**  
**2021-2024 Federal and State Transit Funding by Region**  
(\$000)

Region	2021			2022			2023			2024			TOTAL	
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	Total
DVRPC	259,644	1,055,710	1,315,354	259,644	1,056,870	1,316,514	259,644	1,089,110	1,348,754	259,644	1,089,110	1,348,754	1,038,575	4,290,800
SPC	67,243	391,471	458,714	67,243	391,851	459,094	67,243	402,351	469,594	67,243	402,351	469,594	288,974	1,588,023
Harrisburg	6,241	9,889	16,130	6,241	9,889	16,130	6,241	9,889	16,130	6,241	9,889	16,130	24,963	39,555
Scranton/WB	6,857	18,123	24,980	6,857	18,123	24,980	6,857	18,123	24,980	6,857	18,123	24,980	27,430	72,490
Lehigh Valley	9,706	21,337	31,043	9,706	21,337	31,043	9,706	21,337	31,043	9,706	21,337	31,043	38,824	85,347
NEPA	942	7,235	8,178	942	7,235	8,178	942	7,235	8,178	942	7,235	8,178	3,769	28,942
SEDA-COG	0	703	703	0	703	703	0	703	703	0	703	703	0	2,814
Altoona	1,314	4,393	5,707	1,314	4,393	5,707	1,314	4,393	5,707	1,314	4,393	5,707	5,257	17,572
Johnstown	1,604	8,122	9,726	1,604	8,122	9,726	1,604	8,122	9,726	1,604	8,122	9,726	6,418	32,487
Centre County	3,330	7,617	10,948	3,330	7,617	10,948	3,330	7,617	10,948	3,330	7,617	10,948	13,321	30,470
Williamsport	2,527	5,397	7,924	2,527	5,397	7,924	2,527	5,397	7,924	2,527	5,397	7,924	10,107	21,588
Erie	4,225	11,406	15,631	4,225	11,406	15,631	4,225	11,406	15,631	4,225	11,406	15,631	16,899	45,626
Lancaster	5,645	9,009	14,653	5,645	9,009	14,653	5,645	9,009	14,653	5,645	9,009	14,653	22,579	36,034
York	4,852	12,142	16,994	4,852	12,142	16,994	4,852	12,142	16,994	4,852	12,142	16,994	19,407	48,567
Reading	4,451	11,942	16,392	4,451	11,942	16,392	4,451	11,942	16,392	4,451	11,942	16,392	17,802	47,767
Lebanon	1,142	2,535	3,677	1,142	2,535	3,677	1,142	2,535	3,677	1,142	2,535	3,677	4,569	10,139
Mercer	483	1,610	2,093	483	1,610	2,093	483	1,610	2,093	483	1,610	2,093	1,933	6,440
Adams	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
<b>Total Urban</b>	<b>380,207</b>	<b>1,578,640</b>	<b>1,958,847</b>	<b>380,207</b>	<b>1,580,180</b>	<b>1,960,387</b>	<b>380,207</b>	<b>1,622,920</b>	<b>2,003,127</b>	<b>380,207</b>	<b>1,622,920</b>	<b>2,003,127</b>	<b>1,520,827</b>	<b>6,404,660</b>
Northwest	0	4,308	4,308	0	4,308	4,308	0	4,308	4,308	0	4,308	4,308	0	17,230
N. Central	0	6,039	6,039	0	6,039	6,039	0	6,039	6,039	0	6,039	6,039	0	24,155
N. Tier	0	2,921	2,921	0	2,921	2,921	0	2,921	2,921	0	2,921	2,921	0	11,683
S. Alleghenies	0	1,512	1,512	0	1,512	1,512	0	1,512	1,512	0	1,512	1,512	0	6,047
Wayne County	0	988	988	0	988	988	0	988	988	0	988	988	0	3,952
<b>Total Rural</b>	<b>0</b>	<b>15,767</b>	<b>15,767</b>	<b>0</b>	<b>15,767</b>	<b>15,767</b>	<b>0</b>	<b>15,767</b>	<b>15,767</b>	<b>0</b>	<b>15,767</b>	<b>15,767</b>	<b>0</b>	<b>63,067</b>
<b>Unallocated</b>	<b>0</b>	<b>83,103</b>	<b>83,103</b>	<b>0</b>	<b>119,783</b>	<b>119,783</b>	<b>0</b>	<b>156,053</b>	<b>156,053</b>	<b>0</b>	<b>156,053</b>	<b>156,053</b>	<b>0</b>	<b>514,992</b>
<b>Reserve/Other</b>	<b>66,489</b>	<b>26,490</b>	<b>92,979</b>	<b>66,489</b>	<b>26,580</b>	<b>93,069</b>	<b>66,489</b>	<b>29,020</b>	<b>95,509</b>	<b>66,489</b>	<b>29,020</b>	<b>95,509</b>	<b>265,954</b>	<b>377,064</b>
<b>Grand Total</b>	<b>446,695</b>	<b>1,704,000</b>	<b>2,150,695</b>	<b>446,695</b>	<b>1,742,310</b>	<b>2,189,005</b>	<b>446,695</b>	<b>1,823,760</b>	<b>2,270,455</b>	<b>446,695</b>	<b>1,823,760</b>	<b>2,270,455</b>	<b>1,786,781</b>	<b>8,880,610</b>

\* 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% to Reading and 43% to Lancaster



# MEMORANDUM OF UNDERSTANDING ON PROCEDURES TO AMEND AND MODIFY THE TIP

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# 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 July 23, 2020

This Memorandum of Understanding will begin October 1, 2020, and remain in effect until September 30, 2022, 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 21<sup>st</sup> Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, the **Moving Ahead for Progress in the 21<sup>st</sup> 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. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two 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 **Administrative 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, deletion, or a major change to an existing project included in 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. Funding is allocated to the project, not the County.

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 phase(s) 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**,
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).
7. 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 and there were **no obligations on any phases of the project previously. or no other phases currently programmed on the TIP**.

### **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, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of \$5,000,000 or more.
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.
8. When a project draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and DVRPC and SEPTA of \$5,000,000 or more. A reserve line 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;
9. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues.

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 FY2021 TIP: the years FY22, FY23, or FY24), 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.
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 of less than \$5,000,000 occurs 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, so long as a previous phase of the project has been obligated. 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 an action adds or removes a PE or FD phase to a project that is already programmed on the TIP, and is below the \$5,000,000 threshold.
8. 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.
9. 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.
10. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TA-SA, RRX, 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. Amendments 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 Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.
2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by \$5,000,000 or above.

### **D. Statewide Programs**

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TA-SA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF) will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see Financial Guidance for further details). 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 been encumbered and need to be shown on the current TIP may be added back into the TIP as Administrative Action.
3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

## **IV. ADMINISTRATION**

### **A. Compliance with Planning Process**

TIP revisions must be consistent with Pennsylvania's Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and the MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP



is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation 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.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. 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 STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires 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 MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

## **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 ensure 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).

**Delaware Valley Regional Planning Commission**

Barry Seymour

Barry Seymour (Jul 23, 2020 14:36 EDT)

Barry Seymour  
Executive Director

Date 07/23/2020

**Southeastern Pennsylvania Transportation Authority**

Richard G. Burnfield

Richard G. Burnfield (Jul 23, 2020 17:07 EDT)

Richard Burnfield  
Deputy General Manager/Treasurer

Date Jul 23, 2020

**Pennsylvania Department of Transportation**

Larry Shifflet

Larry Shifflet (Jul 24, 2020 06:24 EDT)

Larry Shifflet  
Deputy Secretary

Date Jul 24, 2020




# FINAL PaTIPMOU-2020

Final Audit Report

2020-07-24

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# **MEMORANDUM OF UNDERSTANDING**

## **Pennsylvania's Statewide Procedures for 2021-2024 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions**

### **Background**

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 2021-2024 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).

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 MPOs, RPOs and PennDOT developed Statewide Programs. 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 Discretionary (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, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit 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 the first four-year period.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2021 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2021 Transportation Program Financial Guidance*. These documents were both released on July 31, 2019 and can be found on the [STIP page](#) on the STC Website under 2021 Guidance Documents.

### **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 MPO/RPO, 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.

STIP/TIP revisions must be consistent with Pennsylvania's Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and the MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the



Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO 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.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. 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 STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires 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 MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulations.

### **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 Federal obligations.

- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds that 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 areas;
  - \$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 MPO/RPO (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.

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then initiate PennDOT Central Office approval using the e-STIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

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 MPO/RPO 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 PMC and FHWA is required.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency repairs to a highway, bridge or transit project, 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 MPO/RPO. A reserve line 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 and does not exceed the above thresholds;
- Splits a project into two or more separate projects to facilitate project delivery;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

*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 MPO/RPO, or the threshold established by



this MOU (as detailed in the Amendment Section aforementioned); 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 MPO/RPO 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 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 MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third years of the TYP and/or the respective regional LRTP.

## **Transit**

Statewide managed transit 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.

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.

## **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 450.218\(l\)](#) and [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 (YOE) 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**

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

## **STIP/TIP Transportation Performance Management**

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPOs/RPOs will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

## **MPO/RPO TIP Revision Procedures**

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO 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, 2020, and remain in effect until September 30, 2022, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles:

**ALICIA E NOLAN**

Digitally signed by ALICIA E  
NOLAN  
Date: 2020.06.25 12:21:14 -04'00'

Ms. Alicia Nolan  
Division Administrator  
Federal Highway Administration

\_\_\_\_\_  
Date

*Theresa "Terry" Garcia-Crews*  
Digitally signed by THERESA  
GARCIA CREWS  
Date: 2020.06.24 18:21:25  
-04'00'

Ms. Terry Garcia-Crews  
Regional Administrator  
Federal Transit Administration

\_\_\_\_\_  
Date

*Larry S. Shifflet*  
Mr. Larry S. Shifflet  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

\_\_\_\_\_  
June 10, 2020

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Date

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# APPENDIX D

## DVRPC TIP Project Benefit Criteria



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# DVRPC TIP-LRP PROJECT BENEFIT CRITERIA

Using evaluation criteria is one tool to effectively balance programming the region's needs and resources. The goal of the TIP-LRP Project Benefit Evaluation Criteria is to provide a universal, data-informed support tool to guide transportation project investment decisions. The criteria analyze how each proposed candidate TIP project aligns with the vision and goals of the *Connections 2045 Long-Range Plan for Greater Philadelphia* and contributes to implementing the region's vision in the shorter-term TIP. The criteria also provide data to analyze how each candidate project supports the FHWA and FTA Transportation Performance Measures and related safety and asset management plans.

The Benefit Criteria are intended to highlight some of the trade-offs that occur as the region strives to develop a balanced program of investments, including diverse project types and regional equity. The Benefit Criteria 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. The Benefit Criteria draw from existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP). FHWA requires a project evaluation process to guide selecting projects for the TIP.

The Benefit Criteria analysis is one of many considerations that go into determining which projects are ultimately advanced into the TIP. There are many benefits that an individual project may have that are not fully captured in this analysis. Projects may have inaccurate, missing, or incomplete data largely due to the early stages of project development in which a project exists. Some other project selection considerations include geographic equity, regional and local priorities, political support, funding eligibility, performance-based planning and asset management, project readiness, and ability to leverage other investments. More specific project criteria will continue to be used to evaluate projects using special fund categories. Funding sources that have their own criteria developed for very specific analysis include Transportation Alternatives Set-Aside Program (TASA), 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-LRP Project Benefit Evaluation Criteria. During the development of the TIP for Pennsylvania, only new candidate projects were assessed by DVRPC's universal Benefit Criteria.

For this analysis, DVRPC used the revised TIP-LRP Project Benefit Evaluation Criteria adopted by the DVRPC Board on July 25, 2019. The Benefit 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 LRP, as well as reflect the increasingly multimodal nature of projects in the TIP and LRP. The original and newly adopted Benefit Criteria generally consider one of two key questions:

- Is this project located where we want to make investments?
- How beneficial or effective is this project?

The Benefit Criteria were developed to represent the following characteristics:

- align with the LRP and other regional objectives;
- be relevant to different types of TIP and LRP projects;
- indicate differences between projects;
- avoid measuring the same goal(s) multiple times;

- cover the entire nine-county region;
- be more quantitative than qualitative;
- incorporate scale;
- use readily available data with a strong likelihood of continued availability; and
- be simple and understandable.

The following briefly summarizes each criterion for project evaluation.

## Safety

This criterion relates to the LRP goal of creating a safer transportation system. Projects score points by implementing FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors, addressing department of transportation (DOT)-identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or by implementing safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).

## Facility/Asset Condition and Maintenance

This criterion relates to the LRP goal of rebuilding and maintaining the region's transportation infrastructure. Projects score by bringing a facility or asset into a state of good repair, extending the useful life of a facility or asset, or providing reduced operating/maintenance costs.

## Reliability and Congestion

Increasing reliability and reducing congestion are goals in the LRP. Projects score based on location in a CMP congested corridor, implementing a CMP strategy appropriate for that corridor, or being located on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance.

## Centers and the Economy

This criterion reflects the LRP's core principle to create livable communities within more than 120 regional development centers and 44 Freight Centers. Projects score based on location within a quarter-mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area, providing a connection between two or more Centers; location in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment); location within a half-mile of a major regional visitor attraction; or for being part of a major-county-identified economic development project.

## Multimodal 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. Projects score based on the total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset, and overall benefit to multimodal trip making.

## Equity

This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within

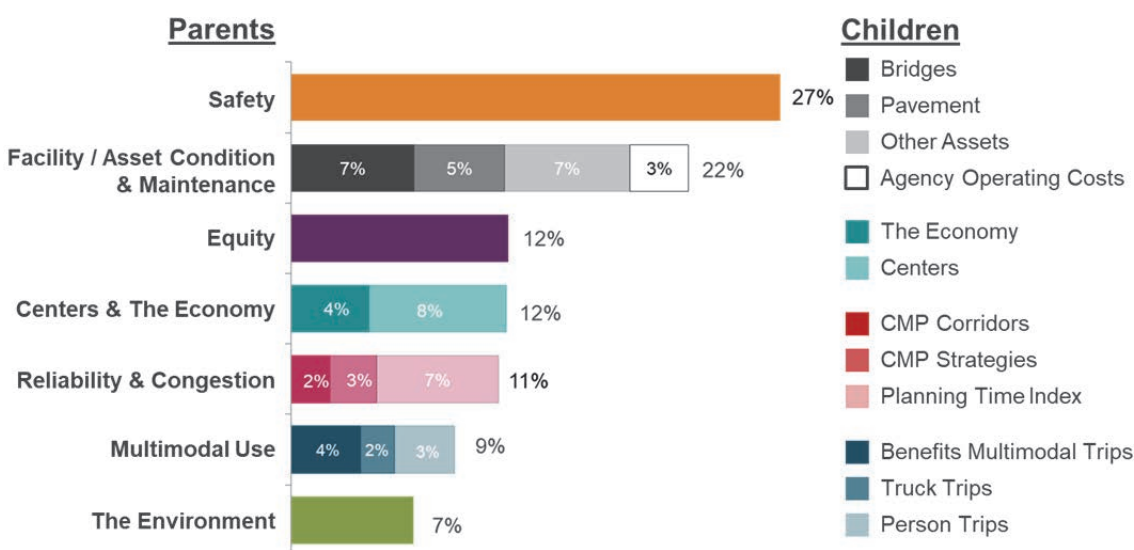
the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above-average or well-above-average IPD scores.

## The Environment

This criterion relates to the LRP goal of limiting transportation impacts on the natural environment. Projects score by delivering high air quality benefits (per FHWA guidance) or incorporating environmentally friendly design principles.

After defining the Benefit Criteria, a decision-making tool was used to weigh them, as shown in the Parent and Child Criteria Weighting chart. Each candidate project evaluated for the Pennsylvania TIP received a total benefit score, equal to the sum of the weight multiplied by the rating for each criterion. The tool compared the project's estimated total state and federal cost to the total score, as a benefit-cost ratio. The tool provided a ranking of projects with the highest total benefit points, benefit-cost ratios, and cost-benefit per total users. When candidate projects are added to the Pennsylvania TIP as part of the update process, the RTC makes the recommendation, and ultimately the DVRPC Board makes the final decision to determine TIP project selections. Although no new candidate projects were added to the Draft FY2021 Pennsylvania TIP due to funding limitations, all candidate projects were evaluated with the Benefit Criteria to inform the decision-making process.

### Parent and Child Criteria Weighting



## TIP Evaluation Criteria and Measures

The following table details each of the proposed criteria rating scales, including "TIP+" criteria that apply only to LRP system expansion candidate projects.

## TIP and TIP+ Criteria Rating Scale Summary

Parent Criteria	Child Criteria	Data Source	Rating Scale (each Parent/Child criteria can score up to 1 point)
Multimodal Use: 9%	Person Trips: 37%	Roadway Management System (RMS), Transit Ridership Data, Bike/Ped Counts	<p>Person Trips = Driver Trips + Passenger Trips + Transit Trips + Bike Trips + Ped Trips.</p> <p>Driver Trips = Facility Length (if <math>\geq 1</math>) <math>\times</math> Annual Average Daily Traffic <math>\div</math> Average Trip Length [from most recent DVRPC Household Travel Survey].</p> <p>→ New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</p> <p>Passenger Trips = Driver Trips <math>\times</math> (Average Vehicle Occupancy – 1) [from most recent DVRPC Household Travel Survey].</p> <p>Transit Trips = [for all bus and trolley routes along road segment] <math>\Sigma</math> Daily Transit Riders <math>\times</math> Average Transit Trip Length <math>\div</math> Transit Route Length.</p> <p>→ New facilities to use data from macro- or microsimulation results. If no results available, score = 0.</p> <p>Bike and Pedestrian Trips = Bike/Ped Counts along Road Segment.*</p> <p>→ Project with Highest Person Trips = 1 point; for all other projects Person Trips <math>\div</math> Highest Person Trips.</p>
	Daily Trucks: 21%	RMS	<p>TIP: 1 point if the average road segment has more than 1,000 trucks per day; 0.6 points if average segment has more than 500 trucks; 0.4 points if average segment has more than 250 trucks; 0.2 points if average segment has more than 100; and 0.1 points if average segment has more than 50 trucks.</p> <p>TIP+: 1 point if the average road segment has more than 5,000 trucks per day; 0.6 points if average segment has more than 2,500 trucks; 0.4 points if average segment has more than 1,000 trucks; 0.2 points if average segment has more than 250; and 0.1 points if average segment has more than 100 trucks.</p>
	Benefits Multimodal Trips: 42%	Project Type and Description	<ul style="list-style-type: none"> <li><input type="checkbox"/> Significant Trip Length Reduction (new transit line, Circuit Trail Network, protected bike lane, more than two miles of bike lanes or sidewalks, new gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet, makes difficult to fill gap in ped/bike facility network, transit signal priority, doubling tracks/sidings, multimodal transfer hub) = 1 point.</li> <li><input type="checkbox"/> Moderate Trip Length Reduction (shorter new bike/ped facilities, interconnected signal systems timed for speeds under 30 mph, transit station enhancements, new transit vehicles, real-time transit information, park-and-ride facilities, bikesharing programs, bike/ped safety, traffic calming, or pick-up and drop-off zones) = 0.85 points.</li> <li><input type="checkbox"/> Slight Trip Length Reduction (access management/channelization, streetscapes, rehabilitation of existing bike/ped facilities, Americans with Disabilities Act improvements, or carsharing programs) = 0.7 points.</li> <li><input type="checkbox"/> No Change (reconstruction, rehabilitation, and maintenance projects; safety improvements, roundabouts, roadway realignment, real-time traveler information, traffic monitoring, incident management/emergency response, or electric charging stations) = 0.5 points.</li> <li><input type="checkbox"/> Slight Trip Length Increase (intersection improvements that increase crossing distance, interconnected signal systems timed for speeds above 30 mph, new transit parking facilities, intelligent transportation systems, center turn lanes, turning lanes, or minor SOV capacity-adding projects in CMP) = 0.3 points.</li> <li><input type="checkbox"/> Moderate Trip Length Increase (minor roadway expansion projects in LRP, or active traffic management strategies) = 0.15 points.</li> <li><input type="checkbox"/> Significant Trip Length Increase (major regional roadway expansion projects in LRP, major SOV capacity-adding projects in CMP, or flex lanes) = 0 points.</li> </ul>

Parent Criteria	Child Criteria	Data Source	Rating Scale (each Parent/Child criteria can score up to 1 point)
Equity: 12%	—	IPD	If project increases vehicle speeds above 30 mph or traffic volumes in tracts with above-average or well-above-average IPD Composite Value = 0 points. For all other projects, Equity Population Score = $\Sigma$ [For all census tracts project is located in] Census Tract Population $\times$ IPD CV $\div$ 36. → Project with Highest Equity Population Score = 1 point; for all other projects: Equity Population Score $\div$ Highest Equity Population Score.
Reliability and Congestion: 11%	CMP Strategies: 22%	CMP	CMP 1.0 points if project implements a Very Appropriate strategy in the project's primary CMP corridor (as identified by CMP Database); 0.5 points if it utilizes an Appropriate Strategy; and 0.25 points if the project incorporates an Appropriate Everywhere Strategy.
	CMP Corridors: 19%	CMP	CMP Corridor Score = (project length in priority corridor $\times$ 100% + project length in congested corridor $\times$ 75% + project length in emerging corridor $\times$ 25%) $\div$ total project length.
	Reliability: 59%	Level of Travel Time Reliability (LOTR)/ Transit On-Time Performance	<p><b>Roads and Surface Transit:</b> PTI &gt;3.0, 1 Point; PTI &lt;1.5, 0 points; else Rating = (PTI – 1.5) <math>\div</math> 1.5.* [PTI = 95% travel time <math>\div</math> Free-Flow Travel Time].</p> <p><b>Transit Routes with dedicated Right-of-Way (ROW): On-Time Performance (OTP):</b> If (OTP) &lt;75%, 1 point; else 4 <math>\times</math> (1 – OTP).</p> <p>New or extended system expansion projects (instead of above scoring: widening existing roads can use "Roads and Surface" scoring above): How fully has the project been studied? Study must have "build" recommendation in order to score points below.</p> <p><input type="checkbox"/> <b>Roads:</b> Based on the respective PennDOT or NJDOT project database. This criterion gives credit for the highest authorized phase. Each preceding phase must also have been authorized (e.g., a project would not receive credit for authorized Utility or ROW unless it had previously been authorized for Final Design). Authorized for Construction = 1 point; Authorized for Utility or ROW = 0.75 points; Authorized for Final Design = 0.5 points; Authorized for Preliminary Engineering = 0.25 points; or Concept Development, Feasibility Study, or Corridor Plan with microsimulation = 0.125 points.</p> <p><input type="checkbox"/> <b>Fixed Transit Routes:</b> If the project has a completed Environmental Impact Statement = 1 point; a completed FTA Alternatives Analysis (Full Alternatives Analysis) = 0.75 points; a feasibility analysis or non-FTA alternatives analysis (Conceptual AA) = 0.5 points; a sketch-level planning study (Sketch Plan) = 0.25 points.</p>
Centers and the Economy: 12%	Economic Impacts: 36%	Project Sponsor, RTC, DVRPC	<p><input type="checkbox"/> Project is located in a municipality that meets Economic Development Administration funding eligibility requirements (per capita income or unemployment, consistent with Comprehensive Economic Development Strategy) = 0.67 points.</p> <p><input type="checkbox"/> Project is located within a half-mile of a major regional visitor attraction or major-county-identified economic development project = 0.33 points.</p>
	Centers: 64%	Connections 2045 Centers, Freight Centers, Transit Score Index	<p>Up to a max of 1 point:</p> <p>+ (100% <math>\times</math> Project length within quarter-mile or inside Planning or Freight Centers + 100% <math>\times</math> project length in high transit score areas + 75% <math>\times</math> project length in medium-high transit score areas + 50% <math>\times</math> project length in medium transit score areas)/total project length.</p> <p>+ 0.25 points if project improves or maintains a facility that links two or more regional Planning or Freight Centers.</p>


Parent Criteria	Child Criteria	Data Source	Rating Scale (each Parent/Child criteria can score up to 1 point)
Facility/Asset Condition and Maintenance: 22%	Bridges: 31%	Bridge Asset Management System Rating	Bridge Improvement Score (BIS) = $1 \times$ bridge deck area with deck/super/sub/culvert rating of 3 or less or a posted or weight-restricted bridge deck area + $0.8 \times$ bridge deck area with deck/super/sub/culvert rating of 4 + $0.6 \times$ (TIP) bridge deck area not in poor condition but will have its useful life extended or (TIP+) bridge deck area with a superstructure, substructure, or culvert rating of 5. → Highest BIS = 1 point; for all other projects BIS ÷ Highest BIS.
	Pavement: 23%	Pavement Asset Management System Rating	Pavement Improvement Score (PIS) = $1 \times$ lane miles with an International Roughness Index (IRI) of $\geq 220$ + $0.8 \times$ lane miles with an IRI of $\geq 170$ + $0.6 \times$ (TIP) lane miles not in poor condition but will have useful life extended or (TIP+) lane miles with an IRI of $\geq 150$ . Local roads with Present Serviceability Rating (PSR) can be substituted for local road segments with no IRI data: $1 \times$ lane miles with PSR $\leq 1.5$ + $0.8 \times$ PSR $\leq 2.0$ + $0.6 \times$ lane miles with PSR $> 2$ but will have useful life extended. On 100-point scales, multiply PSR thresholds by 20. → Highest PIS = 1 point; for all other projects PIS ÷ Highest PIS.
	Other: 31%	Other Asset Management Systems (Incl. Transit)	<input type="checkbox"/> 1 point if the improvement brings the asset from a poor condition into a state of good repair. <input type="checkbox"/> 0.6 points if the project extends the useful life of a facility/asset not in poor condition.
	Agency Operating Costs: 15%		<input type="checkbox"/> <b>PUBLIC AGENCY OPERATING COSTS:</b> Project significantly increases agency operating costs (e.g., major new facilities) = 0 points; project somewhat increases agency operating costs (i.e., minor new facilities, such as signals) = 0.25 points; no change in agency operating costs = 0.5 points; project somewhat reduces agency operating costs (i.e., design cost savings, roundabouts in place of signals, stormwater infrastructure) = 0.75 points; project significantly reduces agency operating and maintenance costs (i.e., improved infrastructure condition, new transit route or transit improvements that increase farebox recovery rate above 100 percent) = 1 point.
The Environment: 7%	—	Project Sponsor/Project Scope	<b>UP TO A MAX OF 1 POINT:</b> <input type="checkbox"/> <b>OXIDES OF NITROGEN (NOx) MEDIAN COST-EFFECTIVENESS FOR EMISSION REDUCTIONS:</b> 1) 1.0 point for idle reduction programs, heavy vehicle diesel engine replacements, park-and-ride facilities or programs, transit service expansion, bike/ped improvements; or incident management programs, intermodal freight improvements, employee transit benefits, transit amenity enhancements, carsharing programs, and extreme-temperature cold-start technologies. 3) 0.75 points for traditional ridesharing programs (not Transportation Network Companies) and intersection improvements, subsidized transit fares, bikesharing programs, and electric charging stations. 5) 0.5 points for roundabouts. <input type="checkbox"/> <b>GREEN DESIGN: 0.5 POINTS FOR INCORPORATING ANY ITEM FROM ONE OF THE BULLETS BELOW (UP TO 1 POINT):</b> <input type="checkbox"/> Green design: bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs, naturalized stormwater basins. <input type="checkbox"/> Green or recycled materials: use of 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. <input type="checkbox"/> Reduced environmental impact: alternative energy generation (solar, wind, regenerative braking); climate adaptability/resiliency components; enhanced habitat connectivity or wildlife crossings, rehabilitating assets/facilities instead of replacing.

\* Where data is available

Parent Criteria	Child Criteria	Data Source	Rating Scale (each Parent/Child criteria can score up to 1 point)
Safety: 27%	—	New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) Crash Databases, Crash Modification Factors Clearinghouse (CMF), FHWA-Proven Safety Counter-measure	<p><b>UP TO A MAX OF 1 POINT:</b></p> <p><b>A. SAFETY STRATEGY (HIGHEST SCORING PROJECT COMPONENT BELOW):</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse crash reduction factor (CRF) &gt;30 = 0.6 points:</b> roundabouts, corridor access management, extend yellow change intervals, or dedicated left- and right-turn lanes at intersections.</li> <li><input type="checkbox"/> <b>Four- or five-star rating CMF clearinghouse CRF &gt;30 = 0.5 points:</b> upgrade railroad (RR) crossing signs to flashing lights, install gates at RR crossings with signs, install a traffic signal or convert to all-way stop control, change to protected left turn, improve angle of channelized right-turn lane, install automated speed enforcement or red-light cameras, install speed humps, reduce/decrease lane width, provide intersection illumination, traffic calming, widen narrow shoulders, or install a "Vehicles Entering When Flashing" system.</li> <li><input type="checkbox"/> <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF &gt;15 = 0.4 points:</b> median and pedestrian crossing islands in urban and suburban areas, road diets, longitudinal rumble strips and stripes on two-lane roads, pedestrian hybrid beacons, median barrier, or backplates with retroreflective borders.</li> <li><input type="checkbox"/> <b>Four- or five-star rating CMF clearinghouse CRF &gt;15 = 0.3 points:</b> improve roadway lighting (including light-emitting diode [LED] upgrade), install intersection conflict warning systems, install variable speed limits, reduce posted speed limit/mean speed, implement automated speed enforcement system, install advanced yield or stop markings and signs, or increase all red clearance intervals.</li> <li><input type="checkbox"/> <b>FHWA-proven safety countermeasure and four- or five-star rating CMF clearinghouse CRF &gt;0 = 0.2 points:</b> safety edge, walkways, enhanced delineation and friction for horizontal curves, or roadside design improvement at curves.</li> <li><input type="checkbox"/> <b>Four- or five-star rating CMF clearinghouse CRF &gt;0 = 0.1 points:</b> install adaptive traffic signal control, resurface pavement, provide flashing beacons at stop-controlled intersections, install red-light indicator lights, median treatment for ped/bike safety, install dynamic speed feedback sign, implement systemic signing and marking improvements at stop-controlled intersections, install pedestrian countdown timer; improve signal visibility (increased signal lens size, new backplates, reflective tape to existing backplates, box span signals, or additional signal heads).</li> <li><input type="checkbox"/> <b>Transit projects = 0.4 points</b> for greater safety benefit.</li> </ul> <p><b>B. LOCATION/CRITICALITY (TIP: ONLY SCORES IF POINTS AWARDED FOR "A" ABOVE, UP TO A MAX OF 0.4 POINTS FOR ROAD PROJECTS; TIP+: SCORES REGARDLESS OF WHETHER OR NOT POINTS AWARDED FOR "A" ABOVE):</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Pennsylvania Roads</b> = Project is located on a Highway Safety Network Screening segment with an expected crash (XS) reduction rating greater than 4 or project located in census tracts identified through DVRPC's Crashes and Communities of Concern analysis = 0.4 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0.8, or project is located on and clearly responds to a DOT-identified high-crash location issue, or project is located in current city of Philadelphia High-Injury Network = 0.2 points; project is located on a Highway Safety Network Screening segment with an XS reduction rating greater than 0, or project is located on a DOT-identified high-crash location = 0.1 points.</li> <li><input type="checkbox"/> <b>New Jersey Roads</b> = Project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less or a county rating of 20 or less; or comes from a Road Safety Audit, Congestion and Crash Site Analysis Program locations, or project located in census tracts identified through DVRPC's Crashes and Communities of Concern analysis = 0.4 points; project is located on a New Jersey HSIP Eligible State or Local Road = 0.2 points.</li> <li><input type="checkbox"/> <b>Transit</b> = If project is a safety-critical project that helps meet safety performance measures identified by PTASP = 0.6 points.</li> </ul>



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<b>PUBLICATION TITLE</b>	<b>DVRPC FY2021 Transportation Improvement Program (TIP) for Pennsylvania (FY21–FY24)</b>
<b>PUBLICATION NUMBER</b>	21001A
<b>DATE PUBLISHED</b>	September 2020
<b>GEOGRAPHIC AREA COVERED</b>	Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)
<b>KEY WORDS</b>	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
<b>ABSTRACT</b>	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 2021 to 2024. This volume also contains the following four appendices: (a) Board Resolutions, (b) PennDOT 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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