



# FY2023 TIP

# for Pennsylvania

(FY23-FY26)

DVRPC FY2023 TIP

Transportation  
Improvement  
Program

TIP

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Adopted July 2022

DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION



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is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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## CHAPTER 1:

# General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Fiscal Year (FY) 2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23–FY26). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the FY2023 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the federal FYs from 2023 to 2026 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The DVRPC FY2023 TIP for Pennsylvania contains 391 projects (including the Interstate Management Program [IMP]), totaling over \$7.5 billion for the phases to be advanced during the next four years, an average of close to \$1.8 billion per year. Programmed funds include \$2.2 billion for projects primarily addressing the non-Interstate Highway System and over \$1.3 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program of more than \$3.5 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 over \$3.9 billion. Chapter 2 presents financial summaries of these programs.

## The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, and is also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA or BIL was signed into law on November 15, 2021, and is set to expire on September 30, 2026. It will provide funding for investment in infrastructure over federal FY22–FY26. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (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 like Transportation Systems Management and Operations.

## 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, which can help 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 (EJ) 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, the project listings, and finally, the Major Project Status Report.

At the end of the document, there are four appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance Used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC TIP-LRP Project Benefit Evaluation Criteria.

There is also an addendum, which is a companion document. This document contains four additional appendices: (E) Executive Summary of the Documentation of the Conformity Finding, (F) Environmental Justice Appendix, (G) Title VI Policy Statement and Complaint Procedures, and (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FY2023 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 Internet

The TIP is found on the DVRPC website. You can easily search for the FY2023 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 access 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 a 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 the DVRPC TIP web page. The DVRPC TIP QR Code symbol is shown here.

Scan the QR code with a smartphone for up-to-date information on DVRPC's TIP, or visit [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

## DVRPC Office and Public Libraries

Hardcopies of the TIP are available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the TIP is available at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).

## What is the TIP?

**The TIP is the agreed-upon list of priority transportation projects in Greater Philadelphia.** 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 IIJA/BIL. The list is multimodal; in addition to highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects as well.

Table 1: Libraries Displaying the DVRPC FY2023 TIP for Pennsylvania

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

Source: DVRPC, 2022

**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 12 months prior to the beginning of the first FY of the TIP period. Projects sometimes 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.

Although 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, *Connections 2050*, visit [www.dvrpc.org/Plan](http://www.dvrpc.org/Plan).

### **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 FY2023 TIP for Pennsylvania are a subset of the regionally significant projects contained in the 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. An acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix E in this document. A complete description of the conformity procedures can be found 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 IIJA/BIL, which is administered through the U.S. Department of Transportation's (USDOT'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 comprising the "Pennsylvania Subcommittee of the Regional Technical Committee [RTC]," which is commonly referred to as the "PA TIP Subcommittee." 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) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from 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. For the DVRPC FY2023 TIP, the process commenced during the late summer of 2021 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3). The review of costs and schedules of FY2021 TIP projects commenced in the fall of 2021, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By April 2022, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonable, anticipated revenue projections for the next 12 years (FY23–FY34), TIP-LRP Project Benefit Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice (EJ) and Equity analyses of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the end of April 2022, 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 101 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 Metropolitan Planning Organization (MPO), and DVRPC staff requested the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2022. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners will formally approve the PennDOT FY2023 STIP, and the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2022, and will replace the DVRPC FY2021 TIP and PennDOT FY2021 STIP.

## How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems to help meet federal performance measure targets. Some are identified through state or regional competitive programs, and on rare occasions, projects may come from discretionary additional funds to the region. 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 may 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 levels 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 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 makes recommendations to the DVRPC Board and is



composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups.

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 the 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, engineering obstacles, 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 levels. 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, advocacy 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 office, 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 FY2023 TIP for Pennsylvania before it was officially adopted by the DVRPC Board. At a minimum, DVRPC conducted a 30+-day public comment period and held one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FY2023 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 FY. The modification process is in place to assist this effort to provide necessary funding for projects that are 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 FY2023 TIP for Pennsylvania contains 391 projects (including the IMP), totaling over \$7.5 billion for the phases to be advanced during the next four years, an average of \$1.875 billion per year. Programmed funds include \$2.2 billion for projects primarily addressing the non-Interstate Highway System, and over \$1.3 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program of over \$3.5 billion. Additionally, there is a Transit Program for SEPTA, PART, and PennDOT's BPT that totals \$3.9 billion. Table 2: presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania statewide IMP funding for the DVRPC region. Table 3: and Table 4: provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the highway and transit program.

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

	FY2023	FY2024	FY2025	FY2026	Four-Year Total (FY23–FY26)
<b>Highway Program</b>					
Bucks County	72,857	66,068	57,077	45,106	241,108
Chester County	67,330	64,076	86,933	120,274	338,613
Delaware County	64,707	55,368	58,938	62,470	241,483
Montgomery County	88,872	108,835	58,782	45,314	301,803
Philadelphia County	270,312	169,269	201,682	183,821	825,084
Various Counties	64,005	80,485	72,320	101,012	317,822
<b>Regional Highway Program</b>	<b>628,083</b>	<b>544,101</b>	<b>535,732</b>	<b>557,997</b>	<b>2,265,913</b>
Interstate—Delaware County	19,650	13,000	15,878	30,500	79,028
Interstate—Montgomery County	3,500	4,000	23,207	30,000	60,707
Interstate—Philadelphia County	247,793	245,892	345,441	325,800	1,164,926
<b>Interstate Program Subtotal Cost</b>	<b>270,943</b>	<b>262,892</b>	<b>384,526</b>	<b>386,300</b>	<b>1,304,661</b>
<b>Regional Highway and Interstate Program Subtotal Cost</b>	<b>899,026</b>	<b>806,993</b>	<b>920,258</b>	<b>944,297</b>	<b>3,570,574</b>
<b>Transit Program</b>					
PennDOT BPT	26,000	38,825	36,250	12,500	113,575
PART	2,587	2,486	2,661	2,931	10,665
SEPTA	1,082,200	865,374	935,504	944,882	3,827,960
<b>Transit Program Subtotal Cost</b>	<b>1,110,787</b>	<b>906,685</b>	<b>974,415</b>	<b>960,313</b>	<b>3,952,200</b>
<b>Grand Total Cost of TIP</b>	<b>2,009,813</b>	<b>1,713,678</b>	<b>1,894,673</b>	<b>1,904,610</b>	<b>7,522,774</b>

Source: DVRPC, 2022

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

Fund Type	FY2023	FY2024	FY2025	FY2026	Four-Year Total (FY23– FY26)	2nd Four Years LFY 2027–2030	3rd Four Years LFY 2031–2034	Total LFYs 2027–2034
Highway Program								
Bridge State	38,478	38,403	37,669	37,531	152,081	150,118	150,106	306,424
Bridge State— Interstate	6,510	18,441	14,441	21,000	60,392	17,000	0	17,000
Highway State	43,021	46,455	47,289	51,819	188,584	207,268	207,254	578,269
Highway State— Interstate	17,295	17,525	16,308	5,800	56,928	5,600	0	5,600
Bridge Off	18,698	18,698	18,698	18,698	74,792	74,792	74,792	149,584
BRIP	41,313	41,313	41,313	41,313	165,252	165,252	165,252	330,504
BRIP-Interstate	23,478	34,657	7,895	54,908	120,938	0	0	0
CAQ	39,553	40,547	41,561	42,595	164,256	170,380	170,380	340,760
FFL	300	0	0	0	300	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	24,528	25,394	26,276	27,176	103,374	108,704	108,704	217,408
LOC	66,577	13,558	6,984	9,466	96,585	25,547	8,653	34,200
MBP3-Interstate	0	0	125,000	125,000	250,000	250,000	0	250,000
NFP-Interstate	0	0	0	0	0	241,440	0	241,440
NHPP	121,609	114,828	108,699	102,682	447,818	337,471	328,720	992,991
NHPP— Interstate	223,660	192,269	220,882	179,592	816,403	1,126,233	360,723	1,486,956
Other	1,000	500	0	0	1,500	0	0	0
Private	47,000	0	0	0	47,000	0	0	0
RRX	619	730	85	0	1,434	3,495	640	4,135
sHSIP	8,141	9,665	8,765	0	26,571	0	0	0
SPK-NHPP	0	0	36,000	60,000	96,000	80,000	10,000	90,000
SPK-STP	29,176	20,346	19,094	20,619	89,235	0	0	0
STP	27,899	28,497	29,335	30,190	115,921	120,760	120,760	272,671
STU	85,174	86,877	88,615	90,387	351,053	361,548	361,548	730,124
SXF	2,410	8,728	0	0	11,138	0	0	0
TAP	7,572	3,332	0	0	10,904	0	0	0
TAU	7,932	8,097	8,266	8,438	32,733	33,752	33,752	67,504
Toll	0	0	0	0	0	0	0	0
TPK	0	21,050	0	0	21,050	0	0	0
<b>Highway Subtotal</b>	<b>899,026</b>	<b>806,993</b>	<b>920,258</b>	<b>944,297</b>	<b>3,570,574</b>	<b>3,547,692</b>	<b>2,169,616</b>	<b>6,252,234</b>

Source: DVRPC, 2022

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 101. 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 4: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2023	FY2024	FY2025	FY2026	Four-Year Total (FY23–FY26)	2nd Four Years LFY 2027–2030	3rd Four Years LFY 2031–2034	Total LFYs 2027–2034
Transit Program								
1513	1,476	1,550	1,628	1,709	6,363	0	0	0
1514	374,182	357,820	362,056	361,633	1,455,691	1,598,344	1,810,785	3,409,129
1517	3	1	6	20	30	0	0	0
341	5,200	7,765	7,250	2,500	22,715	0	0	0
5307	138,937	154,204	155,504	150,377	599,022	452,943	509,792	962,735
5337	211,543	215,052	218,106	212,604	857,305	532,487	599,320	1,131,807
5339	6,432	6,685	6,891	7,149	27,157	36,752	41,363	78,115
ARPA	200	0	0	0	200	0	0	0
LOC	12,984	12,442	13,111	12,597	51,134	89,825	96,544	186,369
Other	348,102	139,436	198,139	199,997	885,674	826,458	813,459	1,639,917
PTAF 44	11,728	11,730	11,724	11,727	46,909	10,515	0	10,515
<b>Transit Subtotal</b>	<b>1,110,787</b>	<b>906,685</b>	<b>974,415</b>	<b>960,313</b>	<b>3,952,200</b>	<b>3,547,324</b>	<b>3,871,263</b>	<b>7,418,587</b>

Source: DVRPC, 2022

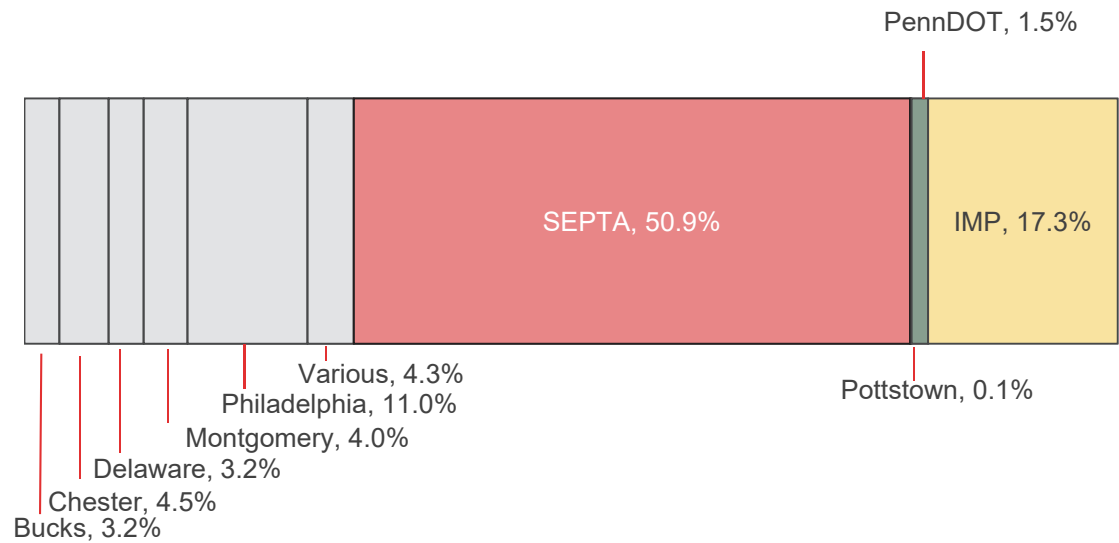
Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 101. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2; “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

Table 5: Grand Total Highway and Transit Program (\$000)

Program	FY2023	FY2024	FY2025	FY2026	Four-Year Total (FY23–FY26)	2nd Four Years LFY 2027–2030	3rd Four Years LFY 2031–2034	Total LFYs 2027–2034
Grand Total Cost: Four-Year Highway and Transit Program								
Highway	899,026	806,993	920,258	944,297	3,570,574	3,547,692	2,169,616	6,252,234
Transit	1,110,787	906,685	974,415	960,313	3,952,200	3,547,324	3,871,263	7,418,587
<b>DVRPC Total</b>	<b>2,009,813</b>	<b>1,713,678</b>	<b>1,894,673</b>	<b>1,904,610</b>	<b>7,522,774</b>	<b>7,095,016</b>	<b>6,040,879</b>	<b>13,670,821</b>

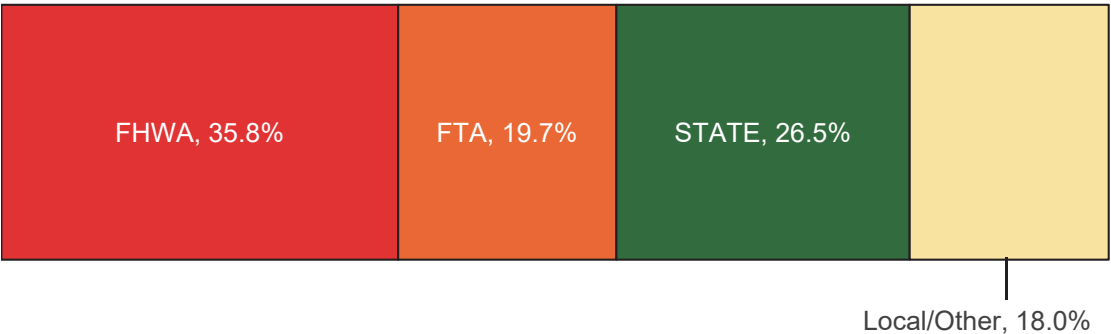
Source: DVRPC, 2022

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



Source: DVRPC, 2022

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



Source: DVRPC, 2022



## Funding to the Region

The IIJA/BIL is the new federal legislation that Congress passed on November 5, 2021, and the president signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorizes the nation's surface transportation and drinking water and wastewater legislation, and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others, approximately half of which goes to the U.S. Department of Transportation over the next five years, FY22–FY26. The bill focuses on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of *Connections 2050*. The IIJA/BIL expands eligibility for, and changes some policy requirements in, legacy programs, and establishes several new formula-funded and discretionary programs.

### Formula Funds

The IIJA/BIL includes a five-year, \$351 billion authorization of highway and bridge programs nationally, while transit programs will receive \$91 billion. There is also \$110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another \$118 billion is transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Under the new legislation, several new Highway Trust Fund formula programs have been authorized. There is a new program for bridges (BOF) where 15 percent of the funds are reserved for bridges not on the federal-aid system, and locally owned bridges not on the federal-aid system are eligible for a 100 percent federal share. Another new General Fund program is for electric vehicle charging, where the infrastructure must be open to the general public or used by commercial operators from more than one company. The funds for this program must be used along a designated alternative fuel corridor. At the time of this writing, the DVRPC region is still awaiting guidance from PennDOT on two other new programs created by the IIJA/BIL, the Carbon Reduction Program to reduce transportation emissions, and the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program to improve resiliency of infrastructure.

The legislation also expands and amends several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2023 TIP, include funding set aside for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The set-aside for bridges not on the federal-aid system has increased. The Highway Safety Improvement Program (HSIP) has been amended in the new legislation to restore 10 percent flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety. The DVRPC region is set to receive more HSIP funding than in past TIPs, with the annual funding amounts increasing to \$24.528 million in FY2023, \$25.394 million in FY2024, \$26.276 million in FY2025, and \$27.176 million in FY2026 and beyond. The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) have all been continued in the new legislation with some new eligibility and increased funding levels.

### Discretionary Funds

The IIJA/BIL also continues several discretionary grant programs and creates a number of new ones. The existing Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects has increased from \$900 million to \$1 billion per year. The existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) has also been increased to allocate \$7.5 billion over the next five years to FY26. There are several new programs, including:

- The Bridge Investment Program has \$600 million allocated in FY2022 and grows to \$700 million in FY26.
- The Congestion Relief Program is set at \$50 million per year.
- Charging and Fueling Infrastructure Grants start at \$300 million in FY2022 and increase to \$700 million in FY2026.
- The Rural Surface Transportation Grant Program starts at \$300 million in FY2022 and increases to \$500 million in FY2026.
- PROTECT Grants start at \$250 million in FY2022 and increase to \$300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over the next five years to FY26.
- Reduction of Truck Emissions at Port Facilities sets aside \$50 million per year.
- The Healthy Streets Program has \$100 million set aside each year.

### **IIJA/BIL Impact on Pennsylvania Funding**

Over the life of the IIJA/BIL, the annual increase to the Pennsylvania highway and bridge formula funding is expected to be \$2.3 billion (additional):

- FY2022: \$378 million (additional);
- FY2023: \$421 million (additional);
- FY2024: \$465 million (additional);
- FY2025: \$511 million (additional); and
- FY2026: \$557 million (additional).

Pennsylvania's share of highway and bridge funding is anticipated to be approximately \$13 billion over the five years of the legislation. On an average annual basis, this is about 40 percent more than the state's federal-aid highway formula funding under the FAST Act's continuing resolutions. Based on formula funding alone, Pennsylvania would expect to receive about \$3.2 billion over five years under the IIJA/BIL to improve public transportation options across the state. In the first year (FY2022), this represents about a 41 percent increase over 2021 FAST Act formula transit funding levels. In addition, Pennsylvania can compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. States may also apply federal-aid dollars toward climate resilience and safety projects.

In addition, the new Bridge Investment Program formula funding provides approximately \$327 million per year and totals \$1.6 billion over the five-year period of the IIJA/BIL. The total increase in highway and bridge funding is around \$4 billion over the five years. It is noted that in order for Pennsylvania to fully realize the financial benefit of the \$4 billion in additional federal highway and bridge funding, the state is going to have to raise approximately \$1 billion in matching funds.

Due to time constraints with the FY2023 TIP update, as well as the lack of full-year appropriations or guidance for the new Carbon Reduction and PROTECT Formula fund programs, at the time of Financial Guidance distribution, all funds for these new programs were held in a statewide line item until further guidance is provided from the FHWA. Any necessary updates to the program will take place after adoption in October 2022.

## Regional Impact of the IIJA/BIL

Funding for the DVRPC Regional Highway Program and Transit Program in the FY2023 TIP is the highest it has been in recent memory. The increase is primarily due to the passage of the IIJA/BIL. A total of \$1.8 billion in highway and bridge funding is available to the region over the four years of the FY2023 TIP. That is a \$486 million (37 percent) increase when compared to the Financial Guidance for the FY2021 TIP. There is an additional \$200 million (550 percent) increase in funding for bridge improvement projects. The region is receiving over \$30 million in additional funding for safety projects and a \$24 million (150 percent) increase for bicycle and pedestrian projects, when compared to the previous TIP's Financial Guidance. In the FY2023 TIP, \$20 million (\$16 million state 183/\$4 million local match) has been set aside for a new round of the Municipal Bridge Retro-Reimbursement Program and \$50 million (100 percent federal BOF funding) has been set aside for a new competitive off-system bridge program. After the TASA set-aside, 55 percent of the funds are suballocated by population. The amount coming to the DVRPC region directly for Transportation Alternatives-Urban Allocation (TAU) funding in the FY2023 TIP is \$7.932 million in FY2023, \$8.097 million in FY2024, \$8.266 million in FY2025, and \$8.438 million in FY2026 and beyond.

According to PennDOT Financial Guidance, which establishes base funding levels for the highway and transit programs, the DVRPC region receives over 25 percent (\$1,795,004,000) of the \$7.08 billion in federal and state resources from the formula highway funds distributed to MPOs and Rural Planning Organizations (RPOs) in the state over the four-year TIP, and 62 percent (\$2,449,552,000) of the \$3.95 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 38.4 percent (\$4,244,556,000) of the \$11.03 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY23–FY26) 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 TIP, as seen in Table 2, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves. Also note that the Financial Guidance for Transit funding has not been updated to reflect the increase due to the passage of the IIJA/BIL at the time of this writing.

Prior to the passage of the IIJA/BIL, the region was faced with the decision to delay, push out, or remove over \$750 million of funding from existing projects in the FY2021 12-year program in order to achieve fiscal constraint of the TIP. This would have been on top of the \$1.1 billion of construction funding for existing projects that was delayed during the FY2021 TIP update. After the passage of the IIJA/BIL, all current existing projects are funded, no cuts had to be made, and projects are able to advance sooner. Twelve new highway-funded projects, at an estimated cost of \$91.541 million, and 36 new bridge projects, at an estimated cost of \$256.368 million, were added to the FY2023 TIP. Projects that had funding pushed out to the Long-Range Plan during the FY2021 TIP update are able to advance back into the 12-year program at a level of \$303.8 million.

## Statewide IMP and Asset Management

More funding statewide is being directed to the IMP, just like the previous FY2021 TIP. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since being established at \$370 million annually. For comparison, the IMP is currently averaging \$1.361 billion a year over the four-year STIP. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was \$1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, convinced PennDOT and its planning partners to agree to increase the IMP funding over time to reach \$1 billion by FY2027. Agreement to focus on the Interstates

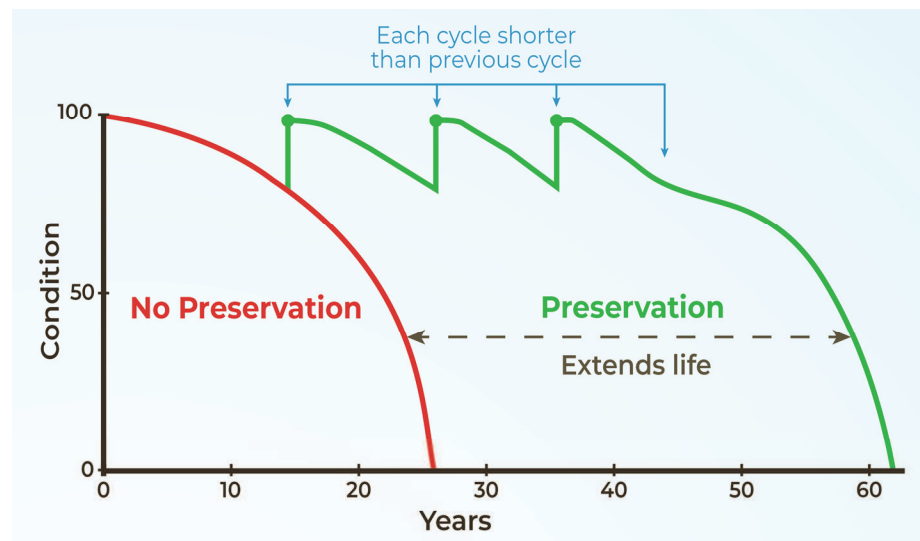
was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law. Because of this prior work to address the needs of the Interstate system, the majority of the additional IIJA/BIL funding in the FY2023 program is going to the MPOs/RPOs.

Continuing with focusing on a more performance-based approach to selecting projects under the program, the distribution of regional funding, known as formula funding, continues 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; LLCC 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 preservation) 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. 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 remain the same as in the FY2021 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that 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 levels of cost incurred in order to repair different types of assets (e.g., surfaced treatment milling costs less than a full-depth reconstruction, 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 poorly rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-to-first approach to programming. The AMF is a factor in the formulas. STP funding for bridges does not include the AMF. This approach was selected to transition the change from a worst-to-first way of selecting projects to a more performance-based approach, 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.

Regarding funding for the IMP, which is managed statewide, PennDOT's Financial Guidance (Appendix B) indicates that \$5,444,393,000 would be distributed (statewide) to projects in the IMP, over the four years FY2023 to FY2026, for an average of \$1,361,098,000 per year. Included in the \$5,444,393,000 funding for the IMP is \$234,432,000 of NHFP funding in the four-year STIP. For projects programmed during the FY23–FY26 time period, \$1,304,661,000, or 23.9 percent of IMP funds, have been distributed to the DVRPC region. This is a significant increase from the \$859.335 million that was funded through the IMP during the FY2021 STIP/TIP.

Figure 3: LLCC



Source: PennDOT, 2020

### SEPTA Capital Financing

The transit portion of the DVRPC FY2023 TIP for Pennsylvania includes \$2.5 billion 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 Taxable or Tax-Exempt Revenue bonds.

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 million to support SEPTA’s capital program. This approval is based on PennDOT’s prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including refinancing of SEPTA’s outstanding EB-5 Loan, as well as various state of good repair infrastructure, Americans with Disabilities Act (ADA) accessibility station, and rail fleet replacement projects.

For the FY2023 TIP, SEPTA has assumed the Authority will be using state funding to repay the planned capital financing. The debt service for these loans is included in MPMS #60275.

### Financial Constraint

Prior to the beginning of each TIP update, PennDOT develops estimated resources, or Financial Guidance, for use by DVRPC and the other MPOs and 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 FY2023 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FY23–FY26) 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 (FY27–FY34) 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 FY2023 TIP does show a financially constrained 12-year program from FY23–FY34, using assumptions of funding levels that are currently available.

The 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 \$1.36 billion per year (FY23–FY26) will be used statewide, utilizing all federal NHPP 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 are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 34 IMP projects in the region, totaling over \$1.3 billion, which are included in the IMP over the four years FY23–FY26. Those highway and bridge projects, for I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware 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 IMP than in the past. The level of funding for the IMP had been stagnant for over 10 years since the IMP was established at \$370 million annually. Up until the FY2019 STIP, investment in the IMP was approximately \$500 million per year, using \$370 million of IMP funds that were set aside, plus funds from the secretary of transportation’s discretionary funds (SPIKE). That amount of funding was not keeping up with the need. Identified need for the commonwealth’s Interstates was \$1.2 billion per year, and federal performance measures, as well as the TAMP required by the FHWA, convinced PennDOT and its planning partners to increase the IMP funding over time to eventually reach \$1 billion in FY2027 of the FY2021 STIP, for the IMP. During the previous STIP, the IMP grew by an additional \$150 million in FY2021, plus an additional \$50 million for the following six years to reach a total of \$1 billion per year. This funding allotment to the IMP has continued under the Financial Guidance of the FY2023 program. An additional \$272 million is being added to IMP due to the IIJA/BIL. The majority of the additional funding from the IIJA/BIL has been distributed directly to the MPOs/RPOs.

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 as 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 2021 triennial review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. SEPTA is in good/fundable standing with FTA requirements for Financial Management and Capacity. This documentation is on file with the transit operator, as well as with the FTA. SEPTA’s updated 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 TIP-LRP Project Benefit Evaluation Criteria that incorporates performance-based measures for new projects.

The FY2023 Pennsylvania TIP update process included a series of weekly subcommittee meetings that were held from August 2021 to December 2021. These meetings included city and county partners, PennDOT, PART, SEPTA, and DRPA/PATCO staff, as well as federal partners in attendance to review projects for the draft TIP, identify the highest-priority projects, vet concerns, and negotiate final programming. Project managers and stakeholder subcommittee members provided updated project costs and schedules to inform programming. New candidate projects were evaluated by using performance-based planning measures and the TIP-LRP Project Benefit Evaluation Criteria.

### PA TIP Subcommittee Meetings

The following is an example list of agenda items presented to the committee:

- State Transportation Commission Public Survey Analysis;
- Long-Range Plan Presentation;
- CMAQ Presentation;
- Equity Analysis Including Bridge and Pavement Condition Maps with Census Data;
- General and Procedural and Financial Guidance;
- New Project Evaluation Summary; and
- MOU Review.

The DVRPC Board adopted the TIP-LRP Project Benefit Evaluation Criteria on July 25, 2019. The full version of the universal Project Benefit Evaluation 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. DVRPC staff anticipate beginning the process to update the evaluation criteria in the summer/fall of 2022.

### Benefit Criteria

- 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, 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; and
- 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 Project Benefit Evaluation Criteria analysis is only one consideration in the ultimate project selection process. Other considerations are 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. These key factors are the building blocks to consensus-based TIP project selection.

Another important consideration is the evaluation of Title VI and Environmental Justice (EJ) through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, called IPD, was significantly revised in 2010 and 2018. In this FY2023 TIP update, DVRPC performed a more robust EJ and Equity analysis approach than in previous TIP updates, based on the *South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide*. This guide outlines strategies to accomplish the core elements of an EJ analysis. The core elements that the guide prescribes are:

- Identify EJ populations (Low-Income, Racial Minority, and Ethnic Minority).
- Assess conditions and identify needs.
- Evaluate burdens and benefits.
- Identify and address potential disproportionate and adverse impacts, which will inform future planning efforts.

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).

New and existing projects in the TIP are consistent with, and have been drawn from, DVRPC's Long-Range Plan—*Connections 2050*. Only new candidate projects in the TIP have been evaluated through the universal Project Benefit Evaluation Criteria. Transit agencies screen projects internally before submitting them for more evaluation.

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 PennDOT Connects, please visit [www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx](http://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx).

Only new candidate projects in the TIP have been evaluated with the universal Project Benefit Evaluation Criteria. Due to the IIJA/BIL it was decided that \$303.8 million of funding that had been pushed out to the

Long-Range Plan in the FY2021 TIP update would be brought back into the twelve-year program, as well as adding 12 new highway-funded projects, at an estimated cost of \$91.541 million and 36 new bridge projects, at an estimated cost of \$256.368 million.

Looking forward, additional high-priority projects now identified in the Long-Range Plan but not yet funded could be brought forward into the TIP, either through amendments to the current TIP or in the next TIP update cycle. Projects will be further evaluated and advanced based on project feasibility, financial constraints and available funding, operational considerations, and readiness to advance. Examples of such high-priority projects could include additional projects to complete The Circuit Trails, improvements along I-95 in Bucks and Delaware counties, additional safety and transit improvements on Roosevelt Boulevard in Philadelphia, or extension of SEPTA train service to Coatesville in Chester County.

A total of 266 highway and bridge projects were carried over from the FY2021 TIP. An additional 98 highway and bridge projects that were on the FY2021 TIP have been let or are expected to obligate funds before the effective date of the FY2023 TIP, which is October 1, 2022. This information was provided in working meetings of the PA TIP Subcommittee, verifying the accuracy of milestones recorded in the Multimodal Project Management System (MPMS).

### **The Long-Range Plan and Investing in the Region's Planning Centers**

The Greater Philadelphia region is a mosaic of 350 townships, boroughs, and cities, each making their own land use decisions. As part of the development of *Connections 2050*, the region's Long-Range Plan, DVRPC organized these communities throughout the region into four community types, including: Core Cities (Trenton and Camden in the New Jersey state subregion, and Philadelphia and Chester in the Pennsylvania state subregion); Developed Communities, which represent the region's older boroughs and townships; Growing Suburbs, which are experiencing or are forecast to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

Additionally, the Long-Range Plan identifies over 130 Plan Centers. These are areas with a high degree of existing development and have been identified as appropriate for future development. The TIP, serving as one of the Long-Range Plan implementation tools, funds a variety of projects that address the transportation needs of all Plan Centers. All Pennsylvania TIP projects listed in the FY2023 TIP for Pennsylvania identify the respective Plan Center for that project. A more complete discussion and illustration of Plan Centers can be found in the *Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual*, hosted on the DVRPC website at [www.dvrpc.org/plan](http://www.dvrpc.org/plan).

### **CMP**

The 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 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 (ITS) improvements like coordinating traffic signals; transportation demand management approaches like carpool/vanpool programs; and transit improvements like constructing passenger intermodal centers or expanding parking lots. Where new roadway capacity is necessary, the CMP outlines a process for capacity-adding projects, 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 evaluates all new or amended TIP projects proposed for federal funding, and, where Major SOV capacity is consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination. This is in line with the PennDOT Connects approach through collaborative planning efforts.

The CMP category of Major SOV Capacity-Adding Projects refers to projects 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 review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately four-year cycle. Further information about the CMP is available 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 NHFP, has been continued under the IIJA/BIL. The program is funded through FY2026 at an average of \$1.4 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives 5 percent of federal-aid formula funding, the state will receive 5 percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent

cap. In order to use NHFP 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 most recent plan, *The Pennsylvania Freight Movement Plan*, is anticipated to be published in 2022.

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

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads. There are approximately 1,365 miles of PHFS in Pennsylvania. These numbers may change as the FHWA is required to redesignate the PHFS every five years to reflect changes in freight flows, including emerging freight corridors and critical commerce corridors.
- **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 9,709 centerline miles of Interstate, nationwide, and approximately 460 miles in Pennsylvania.
- **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.

The INFRA discretionary grant program, established in 2017 under the FAST Act, continues to award competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. With the passing of the IIJA/BIL in 2021, the INFRA program was updated to include new eligibilities for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FY2021, the INFRA program awarded over \$905 million to help rebuild, repair, and revitalize infrastructure. Visit [www.transportation.gov/grants/infra-grants-program](https://www.transportation.gov/grants/infra-grants-program) 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](https://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](https://www.dvrpc.org/freight).

Projects listed in Table 7: illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities; near manufacturing, office, or commercial locations; or along strategic corridors. The projects improve NHS connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

## Toll Authority Highway, Transit, and Port-Related Projects

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

## Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their own set of evaluation criteria specific to the funding source and goal of the program. Examples are the CMAQ and TASA, which includes the Safe Routes to School program.

### DVRPC Competitive CMAQ Program

The CMAQ program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. 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 RTC 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).

### TASA

The IIJA/BIL's STBG sets aside funding for the continuation of TASA, which was established under MAP-21 and carried over with the FAST Act, as an amalgamation of the previous authorization's Transportation Enhancements, Recreational 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. 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 IIJA/BIL apportions \$7,932,000 in TASA funds in FY2023, \$8,097,000 in FY2024, \$8,266,000 in FY2025, and \$8,438,000 annually after FY2025, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. This is a significant increase from prior levels. A recent competitive round of two years' worth of MPO funding occurred in the fall of 2021, with final project selections in the winter of 2022.

Even though the IIJA/BIL 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 were involved in project evaluation and formulating recommendations for the DVRPC Board. Much like the Competitive CMAQ Program, projects were subjected to a rigorous evaluation process before the priority list of projects was selected. In addition to the regional MPO funding, the statewide TASA program, administered by PennDOT, awarded approximately \$54.1 million for projects submitted by sponsors across the state. Before the IIJA/BIL was signed into law, only \$18 million was available to fund projects through this statewide program. A list of awards for the TASA Projects, including those funded by the IIJA/BIL (noted as "(BIL)"), is available [on the program web page](#).

### **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 Trails 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).

### **State Funds outside Financial Guidance**

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities, and through PennDOT maintenance. This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations;
- PennDOT County Maintenance A-582/A-409; and
- Statewide Distribution of Funds:
  - Green Light-Go;
  - Highway Transfer/Turnback Program;
  - Highway Systems Technology;
  - Debt Service;
  - Pennsylvania Infrastructure Bank;
  - Act 44 Bridge;
  - \$5 County Fee for Local Use Fund;
  - Marcellus Shale; and



- A-409 Discretionary.

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs, and state and local revenue sources beyond Financial Guidance, that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. The term *asset management* means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the life-cycle of the assets at minimum practicable cost.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 billion annually to operate and maintain the commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth of Pennsylvania and contributes significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multimodal public transit, aviation, rail, marine, ports, bicycle, and pedestrian assets. Table 6: shows the regional estimated total of state transportation funding not included in the TIP.

Table 6: State Transportation Funding Not Included in the TIP

Pennsylvania Transportation Funding Not Included in the TIP					
PLANNING PARTNER	SFY22–SFY23	SFY23–SFY24	SFY24–SFY25	SFY25–SFY26	SFY26–SFY27
<b>DVRPC</b>	<b>\$305,173,495</b>	<b>\$307,784,830</b>	<b>\$309,783,168</b>	<b>\$311,800,650</b>	<b>\$313,826,783</b>

Source: PennDOT, 2022

Note SFY is State Fiscal Year which is July 1<sup>st</sup> to June 30<sup>th</sup>.



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

Benefits	Project MPMS #	County
Advances Safety and Security		
Railroad/Highway Grade Crossings	Statewide	Various
Balances Freight Operational Needs with Community Goals		
US 202, Markley Street Southbound	16665	Montgomery
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, 79827, 79828, 79904, 79905, 79908, 79910, 79912, 103557, 103558, 103559, 103560, 103561, 103563, 115805, 116391	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
Bridgewater Road Extension	79329	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, 2022

Table 8: Toll Authority Projects

Project	Schedule (Years)	Cost (in millions)
Delaware River Joint Toll Bridge Commission		
Trenton-Morrisville Toll Bridge Route 1 & PA Avenue Interchange Improvements Study	2023	\$0.256
Trenton-Morrisville Toll Bridge All Electronic Tolling	2023–2024	\$4.154
New Hope - Lambertville Toll Bridge All Electronic Tolling	2027–2030	\$5.281
Lower Trenton Toll Supported Bridge Cleaning & Painting	2023–2024	\$6.525
Washington Crossing Bridge Replacement	2023–2031	\$117.115
New Hope - Lambertville Toll-Supported Bridge Rehabilitation	2023–2024	\$7.057
Centre Bridge Stockton Toll Supported Bridge Rehabilitation	2024–2025	\$9.050
Uhlerstown - Frenchtown TSB Rehabilitation	2025–2026	\$7.342
Upper Black Eddy - Milford Toll-Supported Bridge Rehabilitation	2029–2030	\$10.879
Riegelsville TSB Rehabilitation	2028–2029	\$10.585
DRPA/PATCO		
Benjamin Franklin Bridge—Masonry Rehabilitation	2025–2026	\$20.0
Ben Franklin Bridge – Suspension Cable Dehumidification	2020–2025	\$45.0
Ben Franklin Bridge – Maintenance Painting and Steel repairs	2020–2025	\$150.0
Commodore Barry Bridge—Deleading and Repainting	2022–2026	\$100.0
Commodore Barry Bridge—Structural Rehabilitation, Phase II	2020–2022	\$17.0
Betsy Ross Bridge – Deleading and Repainting	2022–2026	\$80.0
Walt Whitman Bridge— Suspension Cable Dehumidification	2021–2026	\$35.0
Walt Whitman Bridge—Pier Rehabilitation	2022–2026	\$10.0
PATCO—PATCO Hall and Way Interlocking Rehabilitation	2020–2022	\$12.0
PATCO—PATCO Interlocking and Track Rehabilitation Phase II	2022–2026	\$21.1
PATCO—Install Elevators in Remaining PATCO Stations	2020–2022	\$26.0
PATCO—Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation	2021–2025	\$8.0
PATCO—Replace Electrical Cables in Subways & Subway Structure Rehabilitation	2021–2026	\$18.0

Table 8: Toll Authority Projects (cont.)

Project	Schedule (Years)	Cost (in millions)
Pennsylvania Turnpike Commission		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP 320-324	Design Ended 2021 Construction ends 2029	\$305
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP 324-326	Construction Ends 2025	\$118
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-316	Construction Ends 2026	\$196
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 316-319	Design Ongoing Construction TBD	\$100
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> <li>• Park Road Overpass at MP 310.36 to be completed Nov. 2022</li> </ul>	Design Ongoing Construction TBD	\$432
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 6/18/21</li> </ul>	Construction Complete	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>	Construction Ends 2025	\$180
PA Turnpike/I-95 Interchange Project—Stage 1	Construction Complete	0
PA Turnpike/I-95 Interchange Project—Stage 2—New Falls Road Bridge Replacement	Construction Complete	0
PA Turnpike/I-95 Interchange Project—Stage 2—Section A (I-276 west of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	\$135
PA Turnpike/I-95 Interchange Project—Stage 2—Section C (I-276 east of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	\$100
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 2021 Construction TBD	\$750

Source: DVRPC, 2022

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## CHAPTER 3:

# RESPONDING TO ENVIRONMENTAL JUSTICE AND TITLE VI CONCERNS

The TIP is the agreed-upon list of priority projects for the region that can impact every resident of the Delaware Valley. As the region's MPO, DVRPC is mandated to ensure non-discrimination in all its programs and projects as a part of Title VI of the Civil Rights Act of 1964, including the TIP, as well as respond to federal guidance on EJ under the 1994 President's Executive Order on Environmental Justice (#12898). At the time of writing this TIP document, there is no published guidance for MPOs related to Executive Order 14008: Tackling the Climate Crisis at Home and Abroad and Justice40, which aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities. DVRPC is prepared to incorporate this executive order into the TIP process once implementation guidance is formalized.

In addition to federal guidance, 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*. See Appendix G: DVRPC's Title VI Policy Statement and Complaint Procedures.

The programming process that DVRPC facilitates during TIP updates is dynamic and complex, and must realistically address federal and state requirements, and diverse needs, in addition to Title VI and EJ considerations. Some of the considerations that influence how the region's resources are allocated in the TIP to address the needs throughout the region 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?

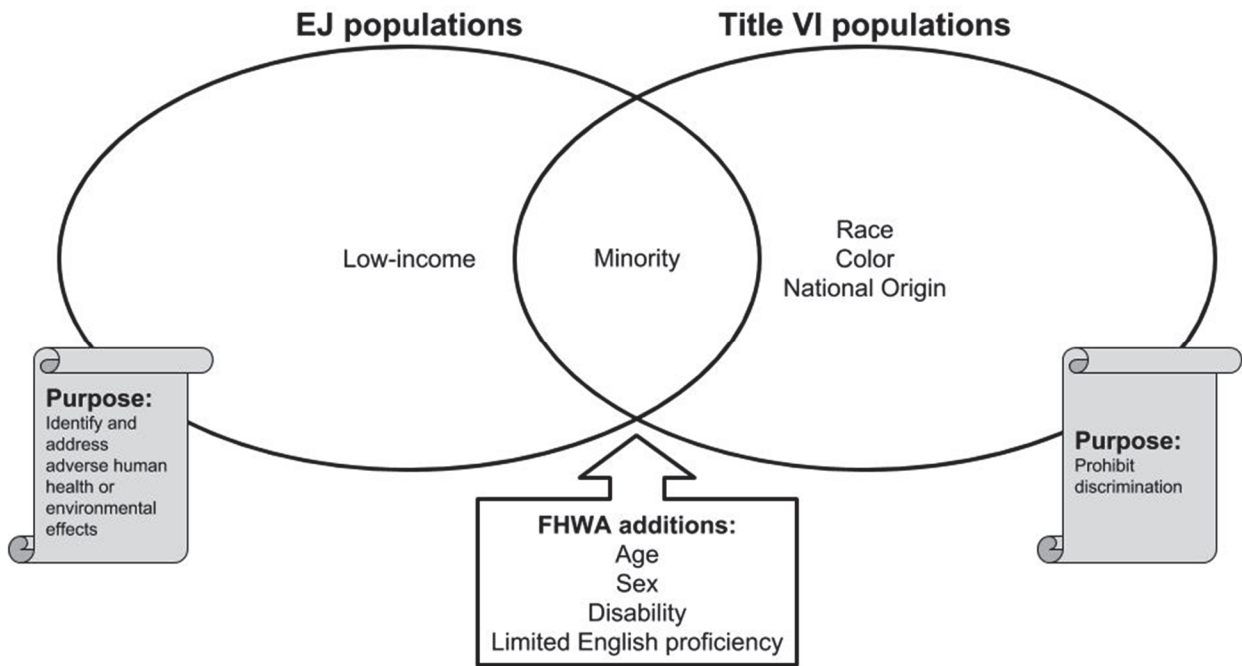
EJ and Title VI are required components in the metropolitan planning process due to legislative and executive actions: the President's Executive Order 12898 from 1994, Title VI of the Civil Rights Act of 1964, and the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 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 encourages 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, 2022



## Identifying Populations

DVRPC is committed to complying with the federal guidance on Title VI and EJ and the state guidance in the *South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide*. DVRPC's Office of Capital Programs 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 for the TIP. 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:

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

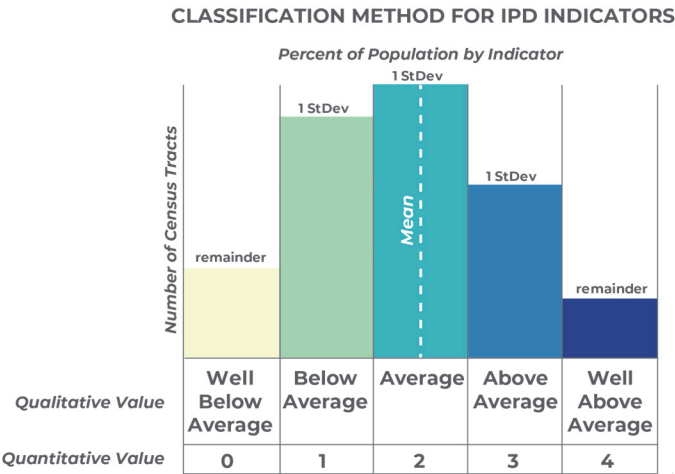
The IPD methodology evaluates each census tract in the region for the concentration of each of the nine IPD population groups listed above using American Communities Survey (ACS) data. This methodology is used in the FY2023 TIP to understand the distribution of projects and how they may benefit or burden 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 5: 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, 2022

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 “IPD” on page 104 for more information on IPD scores and categories:

- Well Below Average (scores from 0 to 6);
- Below Average (scores from 7 to 12);
- Average (score from 13 to 18);
- Above Average (scores from 19 to 24); and
- Well Above Average (scores from 25 to 36).

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

Table 9: 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 like people with disabilities and carless households. A comprehensive table, including other minority populations available via U.S. Census data, is included in Appendix F.

Although 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 (7 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 1 percent of the regional population. For the full list of population data, see Table F1 in Appendix F.

Nearly 28 percent of Black or African American, Non-Hispanic people in the region have household incomes below the poverty line, as is the case with nearly 25 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, the IIJA/BIL requires 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 FY2023 TIP, DVRPC shared county-level maps displaying bridge and pavement asset condition and safety data alongside demographic information, including low-income and minority populations with 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. Regional versions of the 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. However, there does appear to be a slightly higher percentage of bridge deck area in poor condition located in communities with above average and well above average concentrations of minority populations. This may be due to the large size of many bridge structures located in the City of Philadelphia. The FY2023 TIP for Pennsylvania includes over 35 new bridge projects, including several large bridges in the City of Philadelphia.

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 9: Population Estimates in the DVRPC Pennsylvania Region (2015–2019)

Population for Five DVRPC Pennsylvania Counties	Population Estimate	Regional Percentage
Total	4,113,818	100%
White, Non-Hispanic	2,485,458	60%
Minority	1,628,360	40%
Black or African American, Non-Hispanic	891,255	22%
Asian, Non-Hispanic	266,340	7%
Two or more races, Non-Hispanic	86,640	2%
Hispanic	367,541	9%
Low-Income Population	1,105,811	27%
Other Communities of Concern		
Limited English Proficiency (LEP)	147,413	4%
Persons with a Disability	521,593	13%
Female Head of Household with Child	232,150	6%
Elderly (65 years or older)	620,403	15%
Carless Households	152,626	4%

Source: ACS, U.S. Census Bureau, 2015–2019

Note that several other smaller minority populations are listed in Table F1 of Appendix F.

DVRPC's IPD analysis defines Low-Income Populations as 200 percent of the poverty level or below.

### Pavement Conditions in Communities of Concern

Analysis of pavement conditions found that there is no significant difference in the distribution of pavement in excellent condition among communities with varying levels of low-income or minority populations. However, the amount of pavement in poor condition is over-represented in communities with above average and well above average concentrations of minority populations; and average, above average, or well above average concentrations of low-income populations. There are currently less than 200 miles of pavement in excellent condition in the entire five-county southeastern Pennsylvania region, while there are nearly 800 miles in good condition, close to 900 miles in fair condition, and approximately 700 miles of pavement in poor condition. This is consistent with PennDOT's LLCC approach, described in Chapter 2.

Pavement conditions in the region are addressed in two ways. The FY2023 TIP includes over 30 Roadway Rehabilitation projects, including four programmed on the statewide IMP. These tend to be larger, more complex projects that include improvements beyond the scope of simply addressing pavement conditions. PennDOT District 6 also has a five-year resurfacing plan to address pavement, which is updated periodically. This five-year resurfacing plan is funded with state maintenance dollars that do not appear in the TIP. The segments on the five-year plan are currently selected based primarily on asset management system data and analysis. Going forward, a more nuanced approach may be required to balance federal performance targets for pavement preservation with ensuring that pavement condition is

addressed equitably throughout the region. DVRPC will work with PennDOT District 6 to evaluate new methods to update this process. It is also important to note that several large packages of resurfacing projects programmed on the FY2023 TIP in the City of Philadelphia will address pavement conditions, including many roadways in disadvantaged communities.

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 in the Greater Philadelphia Region* 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.

Crash data is complex and multifaceted. PennDOT crash data from 2015 to 2019 was analyzed with census data, and the results were distributed by PennDOT to planning partners ahead of the FY2023 TIP update. (See Tables F7, F8, F9, and F10 in Appendix F.) This data includes total crashes, fatal and suspected serious injuries, and separate analyses of crashes involving users of non-motorized modes, including bicyclists and pedestrians. Analysis of this data did not show disproportionate trends in terms of total crashes. However, the data does indicate an over-representation of bicycle and pedestrian crashes in communities with above average and well above average concentrations of both low-income, and to a slightly lesser extent, minority populations. The trend is particularly alarming for pedestrian crashes in communities with well above average concentrations of low-income populations (see Table F9 in Appendix F).

As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that will improve safety. One core approach is developing projects that are funded with 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 FY2023 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.

*Connections 2050* includes a Regional Vision Zero 2050 goal. In January of 2022, the DVRPC Board voted to adopt regional safety targets to meet that goal. Per federal regulations, if an MPO adopts regional safety targets, the adopted targets must cover the entire MPO region. The adopted regional safety targets represent fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region. In taking this action, DVRPC's member governments and agencies agreed to plan and program projects that contribute toward meeting or exceeding the regional safety targets. This commitment can be seen in the

new candidate projects selected for the FY2023 TIP. Out of 11 total non-bridge projects, nearly half focus explicitly on safety improvements. These include three roundabouts, one trail, and one complete streets project. All of the candidates added to the TIP scored well in the safety criteria of the TIP-LRP Project Benefit Evaluation Criteria analysis. All of these projects were funded with sources other than HSIP.

### **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. 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.

### **Equity Analysis of the TIP**

DVRPC evaluated the FY2023 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 FY2023 TIP during the project evaluation process and designated an IPD score (see "Project Selection and Evaluation Process" on page 19 in Chapter 2 for more details). As a result of additional funding from the IJJA/BIL, the region was able to add 36 new bridge and 12 non-bridge candidate projects. Each project was analyzed with the TIP-LRP Project Benefit Evaluation Criteria tool, which includes an equity measure. 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 75 TIP projects in the Highway and Transit programs that were not mappable and/or lacked statistically significant residential census data.

DVRPC's Program Evaluation of the TIP covered two aspects: the number of mappable projects and the amount of proposed investment (see the "Benefits and Burdens: Economic Investment" section below). Although a handful of projects were left out of the analysis due to the inability to be represented geographically, the FTA and the FHWA consider 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 FYs of programming (FY23–FY26 for this TIP), but the DVRPC FY2023 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 FY2023 TIP for Pennsylvania details the four required federal FYs (FY23–FY26), as well as an additional eight years, for a total of 12 years of project



Figure 6: Pennsylvania HSIP and Concentrations of Low-Income Populations

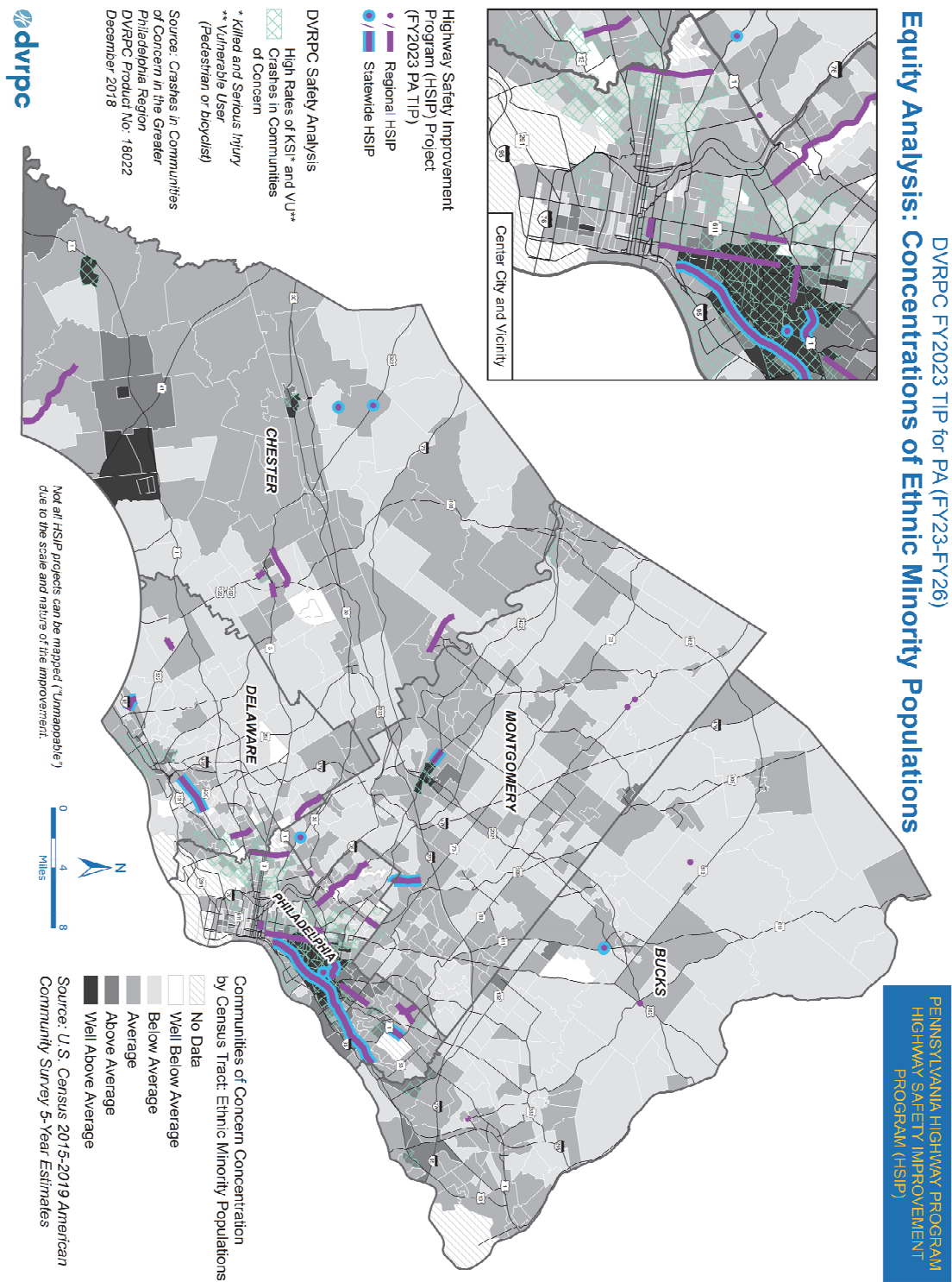
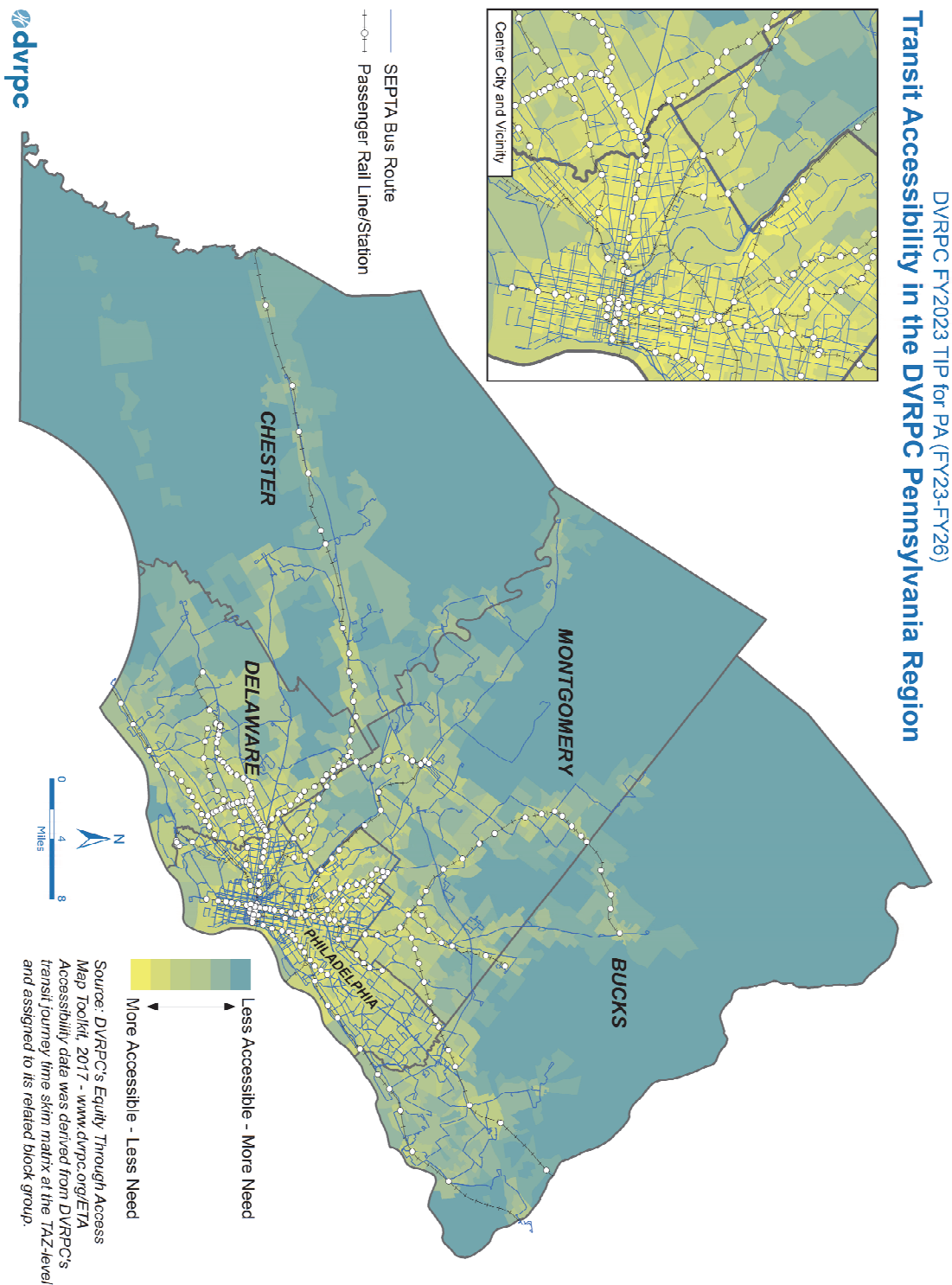




Figure 7: Transit Accessibility in the DVRPC Pennsylvania Region



programming from FY2023 to FY2034. DVRPC analyzed mappable transportation projects in the Highway and Transit programs for the next 12 years (FY23–FY34) with DVRPC’s IPD analysis (see the “Benefits and Burdens: Economic Investment” 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

Although 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).

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 FY2023 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 disadvantaged communities in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members of the public 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 low-income and minority 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 Criteria**

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 Project Benefit Evaluation 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 low-income and minority 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 mph 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 Project Benefit Evaluation 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 Project Benefit Evaluation Criteria 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.

As a result of additional funding from the IJA/BIL, the region was able to add 36 new bridge and 12 non-bridge candidate projects. Each project was analyzed with the TIP-LRP Project Benefit Evaluation Criteria tool and the scores were used to select candidates for funding from a larger pool of county and regional priorities. There was sufficient funding to advance all of the bridge candidates submitted for the FY2023 TIP. Many of these projects will improve asset conditions in communities of concern, including several large structures in the City of Philadelphia. Nearly half of the new non-bridge projects directly benefit communities of concern. All are categorized as the types of projects that have low potential for adverse impacts or are inherently beneficial to communities of concern. Maps of new candidate projects with demographic information are included in Appendix F as Figures F22, F23, and F24.

### **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 low-income, minority, or other disadvantaged populations. 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 low-income and minority populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on these populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project-level EJ/Title VI analysis. For more information, see [PennDOT Publication #746](#).

For non-exempt projects, information on disadvantaged populations that was gathered during the planning process, including PennDOT Connects outreach, is evaluated, and additional information about 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 communities of concern. If it is determined that there are disproportionate impacts that 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. DVRPC's analysis of benefits and burdens considers all projects, including those that are typically categorized as exempt, in order to provide a comprehensive, high-level evaluation of the potential impacts of the projects on the TIP.

## Economic Investment

The IPD methodology is used to understand the distribution of economic investments and the demographics of those locations that would benefit. Not all investments are universally beneficial, such as expanding a highway in a low-income neighborhood with low car ownership rates, but these more refined considerations of benefit and burden are analyzed in the NEPA process, as detailed above. DVRPC prioritizes evaluating the distribution of projects in order to meet the requirements of Title VI to show non-discrimination and the guidance of environmental justice to understand the benefits and burdens.

Table 10: illustrates the 316 total mappable projects that were analyzed, with funding totaling \$8,949,176,000 over the 12 years of the FY2023 TIP for Pennsylvania. These projects are analyzed in two ways: by IPD score correlated with the mappable project and by the three IPD indicators that are prioritized in the *South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide*: Low-Income, Racial Minority, and Ethnic Minority. For the section using the IPD score, project costs are organized by the IPD score and all project costs in each IPD range are totaled. These totals are then compared to the total investment for the FY2023 TIP in order to understand distribution of economic investment by concentration of IPD populations. As seen in the table, the largest amount of investment (49 percent) is located in communities with an Above Average IPD score and overall more investments are going to communities with higher concentrations of historically and currently underserved populations. For the sections that compare economic distribution by Low-Income, Racial Minority, and Ethnic Minority, project costs are organized by concentrations of each population, and all project costs in each population are totals. These totals are then compared to the total investment for the FY2023 TIP in order to understand the distribution of economic investment by that particular population group. As seen in the table, there is a higher amount of investment in above average to well above average low-income

communities. This follows along with the TIP and Long-Range Plan's principle of equity, meaning distribution of benefit based on need rather than equality among all groups. There is a higher amount of investment in well below average to average racial minority and ethnic minority communities, although this level of investment is roughly proportional to the overall populations of those communities, compared to the entire region. In addition, several large projects located in communities with well below average to average concentrations of minority populations will have broad benefits for other communities due to their importance to the transportation network. These numbers are also impacted by the fact that some of SEPTA's large programs are unmappable, including the SEPTA Bus Purchase Program (MPMS #90512) which represents nearly a billion dollars of investment from FY2023 to FY2034 and will have many direct benefits for communities of concern. Nevertheless, DVRPC will continue to work with regional stakeholders to ensure investments consider historically and currently underserved populations, including analysis of all new candidate projects with the TIP-LRP Project Benefit Evaluation Criteria.

Table 10: Economic Investment in Communities of Concern (Mapped Projects, FY23–FY34)

Population	Cost (\$ in thousands)	Percentage of Investment
<b>All IPDs (Score)</b>		
Well Below Average (1–7)	0	0%
Below Average (8–14)	750,374	8%
Average (15–21)	3,295,535	37%
Above Average (22–28)	4,412,140	49%
Well Above Average (29–36)	491,127	6%
<b>Low-Income Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0%–36.4%)	3,280,561	37%
Above to Well Above (36.5%–100.0%)	5,668,615	63%
<b>Racial Minority Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0%–48.7%)	6,202,224	69%
Above to Well Above (48.8%–100.0%)	2,746,952	31%
<b>Ethnic Minority Only (Percentage of Census Tract)</b>		
Well Below to Average (0.0%–16.2%)	6,248,656	70%
Above to Well Above (16.3%–100.0%)	2,700,520	30%
<b>Total Cost of Mapped Projects (FY23 – FY34) (\$000)</b>	<b>\$8,949,176</b>	<b>100%</b>

Source: DVRPC, 2022

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.

## Statewide IMP

The IMP is part of the Pennsylvania STIP. It was created to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funds are allocated to specific projects selected by PennDOT at the statewide level. For the TIP Equity Analysis, DVRPC analyzed 40 IMP projects in the region, totaling more than \$2.8 billion over FY23–FY34. Those highway projects, including projects to repair and improve I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

It is important to acknowledge that the development of the federally funded Interstate Highway System has been shaped in part by the legacy of racist and discriminatory practices. Some Interstate highways divided communities when constructed and have since had many negative impacts on low-income and minority communities, including air quality, noise, and visual quality. At the same time, these facilities have come to provide critical access to destinations, ports and airports, and major employment centers. Maintaining a state of good repair on the Interstate system in terms of bridge and pavement condition is an essential component of federal performance management goals, as is improving the reliability of the Interstate system, including for freight movements. (See Chapter 4 for more information.) As decisions are made about redesigning and rebuilding these structures, planners and community groups are exploring ideas for creative, green and sustainable ground-level enhancements for those living and working in the neighborhoods along these corridors, where feasible. The I-95 projects in the City of Philadelphia include many such improvements. See page 447 for more information about the IMP in the DVRPC Region.

There are three new IMP projects in the FY2023 TIP. One is a sinkhole repair project in Montgomery County, which does not directly impact communities with above average concentrations of low-income or minority populations. The second is a bridge rehabilitation project in the City of Philadelphia, which does intersect with census tracts that have above average concentrations of low-income populations. This project type has a lower potential for adverse impacts. The third is the new I-95 Bridge Rehabilitation: Island Avenue to Philadelphia Navy Yard project. Although this project does not intersect with census tracts that include above average or well above average concentrations of low-income or minority populations, the public-private partnership to finance the rehabilitation work could impact low-income residents through proposed new tolls. The design process for this project has included, and will continue to include, extensive outreach and modeling to minimize, mitigate, or avoid these impacts, as part of the Planning and Environmental Linkages process.

## 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 11: for the categorization of projects.

The majority of the projects in the FY2023 TIP fall under the lower potential for impact and low potential for impact categories. There are no projects in the FY2023 TIP that fall under the projects of concern category.

Half of the mappable projects on the IMP intersect with a census tract with above average or well above average concentrations of low-income and/or minority populations. However, all of the projects fall under



the lower potential for impact or low potential for impact categories. There are no projects in the FY2023 TIP IMP that fall under the projects of concern category.

Table 11: Potential Impact of Mapped and Unmapped Pennsylvania TIP Projects by Type (FY23–FY34)

Project Categories for EJ Analysis	Potential Impact Type	Number of Projects in PA FY2023 TIP	Percentage of Projects in FY2023 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 (minor)</li> <li>• Bridge Repair or Replacement</li> <li>• Roadway Rehabilitation</li> </ul>	Lower potential for adverse impacts/potentially beneficial	161	45%
<ul style="list-style-type: none"> <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	162	45.2%
<ul style="list-style-type: none"> <li>• Other</li> </ul>	Unknown or little to no potential for adverse impact/inherently beneficial	35	9.8%

Source: DVRPC, 2022

Although 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 in the FY2023 TIP for Pennsylvania 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 Cramp Elementary School Traffic Safety Improvements (MPMS #111507) project will implement pedestrian and other safety improvements in the vicinity of the Cramp Elementary School in the City of Philadelphia.

Table 12: Potential Impact of Pennsylvania TIP IMP Projects by Type (FY23–FY34)

Project Categories for EJ Analysis	Potential Impact Type	Number of Projects in PA FY2023 TIP	Percentage of Projects in FY2023 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 (minor)</li> <li>• Bridge Repair or Replacement</li> <li>• Roadway Rehabilitation</li> </ul>	Lower potential for adverse impacts/potentially beneficial	9	22.5%
<ul style="list-style-type: none"> <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	26	65%
<ul style="list-style-type: none"> <li>• Other</li> </ul>	Unknown or little to no potential for adverse impact/inherently beneficial	5	12.5%

Source: DVRPC, 2022

- 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 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 new 5th Street Improvements project (MPMS #118035) will design and construct complete street improvements, and the Spring Garden Connector - Phase 1 project (MPMS #118034) will develop a complete street design to better and more safely accommodate all road users. Both of these projects are located in the City of Philadelphia.
- The new Dekalb Street Two-Way Reconstruction project (MPMS #118032) in Norristown, Montgomery County, will reconstruct a critical roadway and provide operational improvements.

The maps on the following pages (Figures 8–10) illustrate mappable highway, transit, and Interstate projects in the FY2023 TIP for Pennsylvania, 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 F16, F17, F18, F19, F20, and F21.

Figure 8: Highway Projects and Concentrations of Low-Income Populations

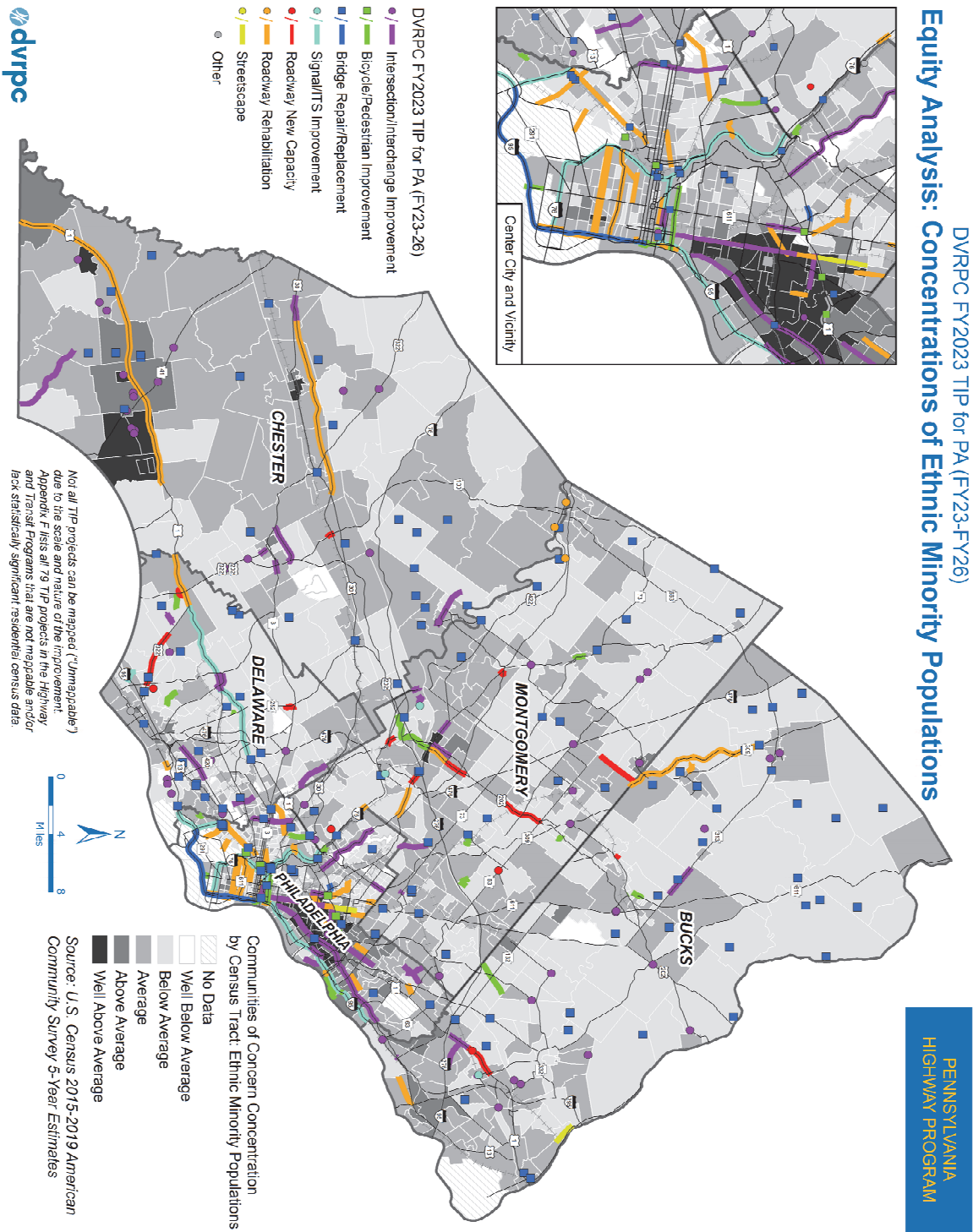


Figure 9: Transit Projects and Concentrations of Low-Income Populations

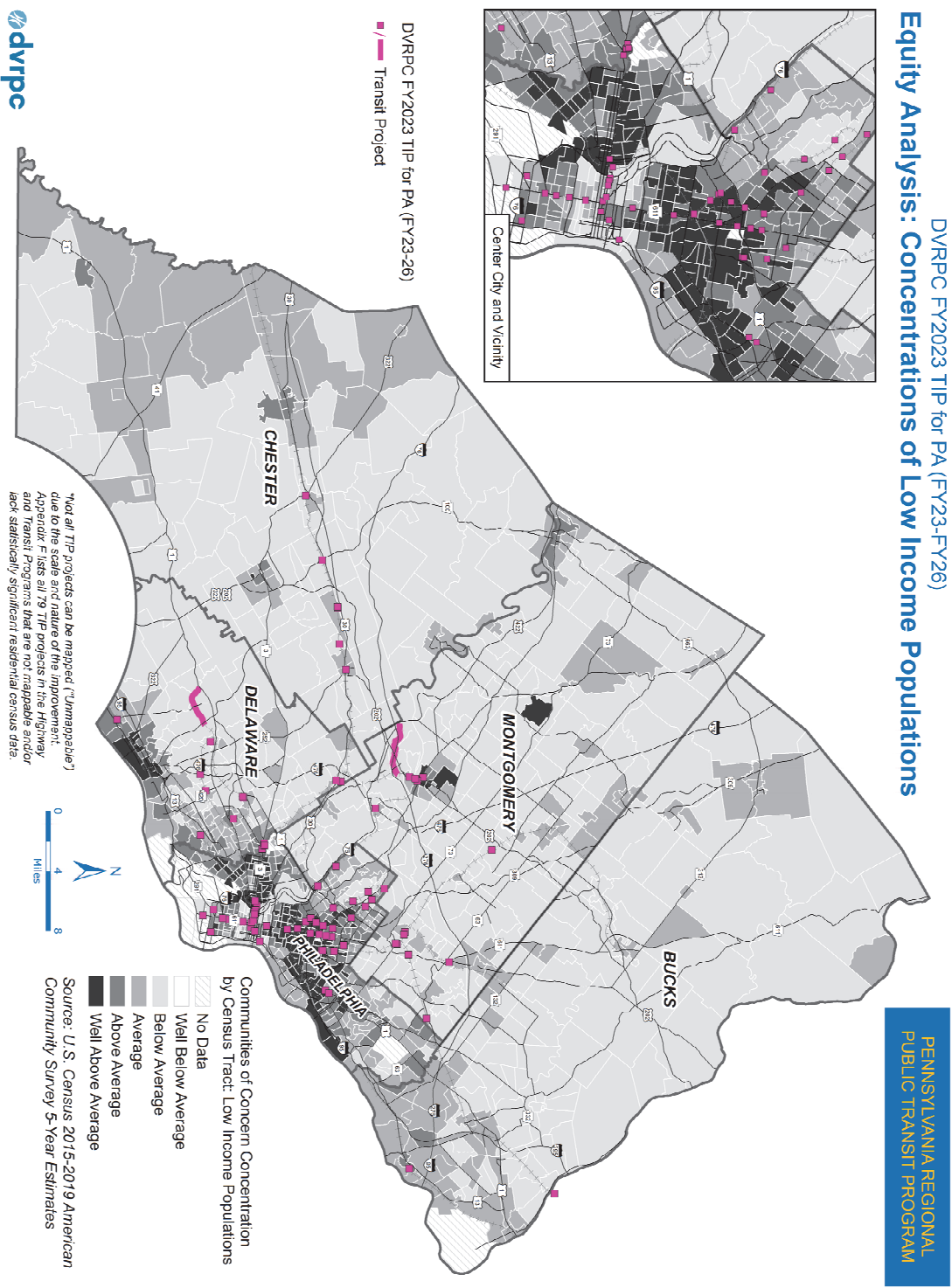
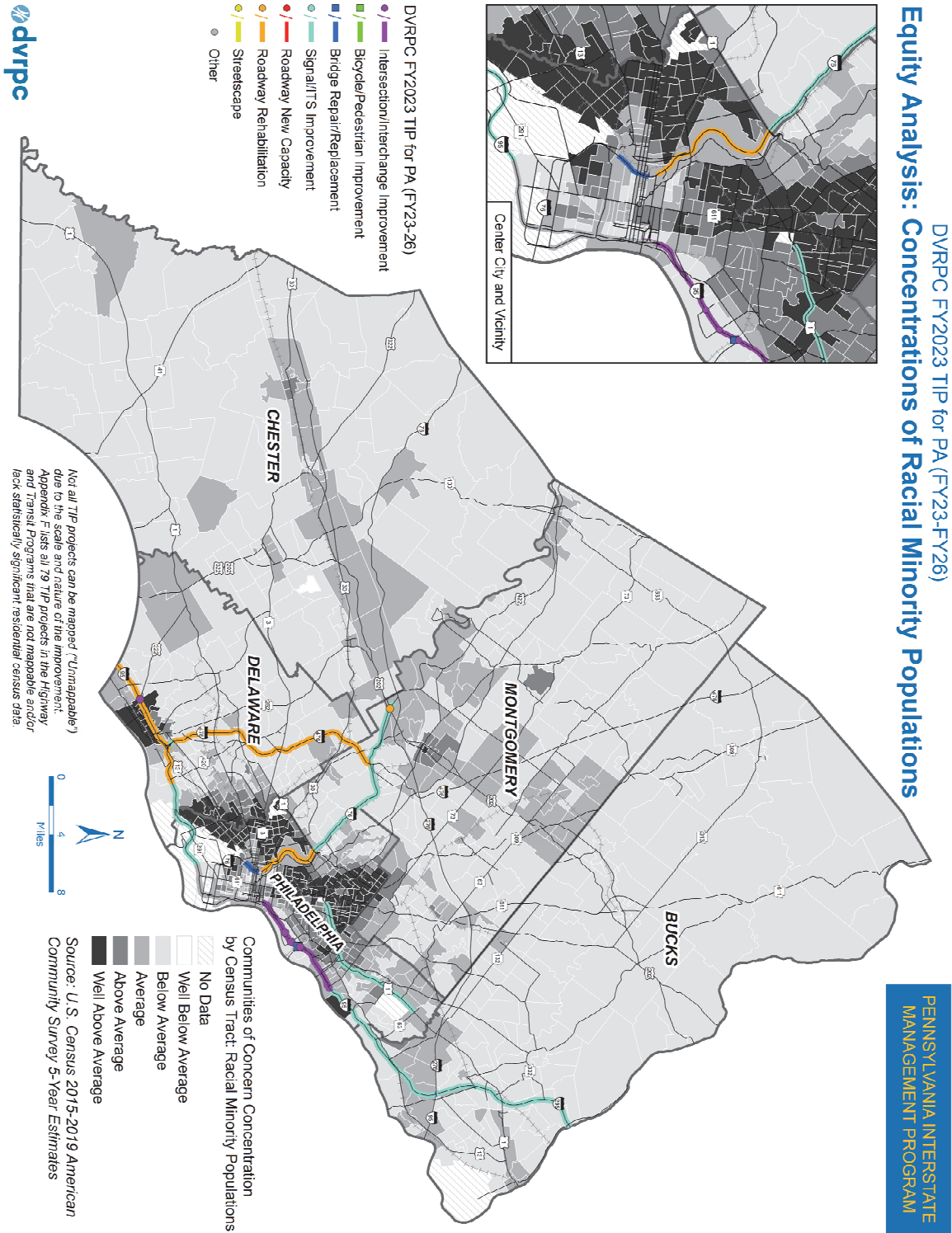


Figure 10: Pennsylvania IMP Projects and Concentrations of Low-Income Populations



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# Performance-Based Planning and Programming (PBPP)

## Background

The IIJA/ BIL continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA/BIL also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets and linking investment priorities to those performance targets.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the federal-aid program. This statute requires the FHWA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490. 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 related to seven national goal areas:

- **Safety:** to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition:** to maintain the highway infrastructure asset system in a state of good repair;
- **Congestion Reduction:** to achieve a significant reduction in congestion on the NHS;
- **System Reliability:** to improve the efficiency of the surface transportation system;
- **Freight Movement and Economic Vitality:** to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability:** to enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduced Project Delivery Delays:** to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Regulations required by the 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 NHS;
- bridge condition on the NHS;
- performance (system reliability) of the Interstate system and non-Interstate NHS;
- freight movement on the Interstate system;
- traffic congestion; and
- on-road mobile source emissions.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own regional targets. DVRPC has memoranda of agreements with various pertinent planning partners, including state DOTs, transit operators, and other MPOs for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets, and the reporting of performance. For additional information or to view the latest TPM updates, visit [www.dvrpc.org/TPM](http://www.dvrpc.org/TPM).

## Highway Safety Performance Management Measures Rule (PM1)

Highway safety was the first national goal identified in the FAST Act and had the earliest deadline for addressing progress toward meeting targets in the TIP. 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 the FHWA. The federal safety performance measures are consecutive five-year rolling averages for:

- number of fatalities: the total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year;
- rate of fatalities per 100 million vehicle miles traveled (VMT): the ratio of total number of fatalities to the number of VMT (in 100 million VMT) in a calendar year;
- number of suspected serious injuries: the total number of persons suffering at least one suspected serious injury in a motor vehicle crash during a calendar year;
- rate of suspected serious injuries: the ratio of total number of suspected serious injuries to the number of VMT (in 100 million VMT) in a calendar year; and
- number of non-motorized fatalities and non-motorized suspected serious injuries (combined): the combined total number of non-motorized fatalities and non-motorized suspected serious injuries involving a motor vehicle during a calendar year.

State DOTs report baseline values, targets, and progress toward meeting the targets to the FHWA in an annual safety report. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets. The FHWA requires DOTs and MPOs to establish safety targets on an annual basis.

### DVRPC Regional Safety Targets and Goals

In January of 2022, the DVRPC Board adopted regional safety targets marking the end of a year and a half of engagement with DVRPC's RTC. During this time, staff discussed findings from their research into the regional target-setting processes of five peer MPOs and met individually with state DOT and FHWA partners seeking their guidance and support of our effort, and to promote transparency. The RTC considered two regional safety targets scenarios based on DVRPC's Regional Vision Zero 2050 goal. Regional Vision Zero provides the context for more meaningful and substantive strategies to improve safety systemwide.

If an MPO adopts regional targets, they must adopt targets that cover the entire MPO region. The adopted regional safety targets represent fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region as required by the FHWA. DVRPC agrees to plan and program projects that contribute

toward meeting or exceeding the regional safety targets. The DVRPC regional safety targets are shown in Table 14: for reference.

Table 13: 2018–2022 DVRPC Regional Safety Targets

Performance Measure	Regional Baseline (2016–2020)	Regional Target (2018–2022)
Fatalities	407.2	387.2
Rate of Fatalities Per 100 mil VMT	1.050	0.940
Suspected Serious Injuries	1382.8	1302.8
Suspected Serious Injuries Per 100 mil VMT	3.557	3.162
Non-Motorized Fatalities and Suspected Serious Injuries	378.0	359.7

Source: DVRPC, 2022

The DVRPC non-linear regional safety targets are analyzed by the Performance Measure Baseline from 2016 to 2020 and the respective categories' targets from [2018 to 2022](#). These targets were approved by the DVRPC Board in January 2022.

### 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; private-sector organizations; and Pennsylvania's MPO/RPO, coordinating together to address the four Es 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 2 percent per year. Table 14 details PennDOT's statewide safety targets for calendar year 2020.

PennDOT's SHSP serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies three key emphasis areas to improve safety-impaired driving, lane departure crashes, and pedestrian safety.

Table 14: PennDOT 2022 Statewide Safety Targets

Performance Measure	Five-Year Rolling Averages	
	Baseline	Target
	2016–2020	2018–2022
Number of Fatalities	1,140.6	1,113.7
Fatality Rate	1.157	1.205
Number of Serious Injuries	4,445.6	4,490.8
Serious Injury Rate	4.510	4.860
Number of Non-motorized Fatalities and Serious Injuries	761.2	730.1

Source: PennDOT, March 2022

An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the state’s safety targets. The targets listed above are based on a 2 percent annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the SHSP, crash data analysis, and the desire to support the national initiative Toward Zero Deaths.

Table 15: PennDOT’s SHSP Focus Areas

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed and Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young and Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management and Operations
Emergency Medical Services	Vehicle-Train Crashes		

Source: PennDOT, 2022

Pursuant to 23 CFR 490.211(c)(2), a state DOT has met or made significant progress toward meeting its safety performance targets when at least four of the five safety performance targets established under 23 CFR 490.209(a) have been met, or the actual outcome is better than the baseline performance for the year prior to the establishment of the target. For Pennsylvania’s 2020 targets, the FHWA determined in March 2022 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. § 148

(i). This requires PennDOT to submit an implementation plan that identifies gaps; develops strategies, action steps and best practices; and includes a financial and performance review of all HSIP-funded projects. In addition, PennDOT is required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY2019 HSIP apportionment.

### **Progress toward Highway Safety Targets**

The DVRPC FY2023 TIP for Pennsylvania 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 HSIP funds per 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 identify and develop projects to seek this funding. Those that have been awarded funding through this program are identified as "Statewide" in Table 16:.
- In addition to advancing projects awarded through the sHSIP, the DVRPC region is allocated \$24.528M in FY2023, \$25.394M in FY2024, \$26.276M in FY2025, and \$27.176M in FY2026 and every year after of HSIP funds as part of the state's Financial Guidance after the passage of the IJJA/BIL. DVRPC and PennDOT District 6 staff work together with county planning staff 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 sHSIP. Table 16: provides Cost/Benefit analysis for the FY2023 awards for the sHSIP.
- At the statewide and regional levels, PennDOT works to implement strategies identified in the 2022 SHSP through data-driven safety analysis, including low-cost systemic safety improvements.
- PennDOT Central Office opened the HSIP funding site on SharePoint in January 2017, and it is still being utilized. 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 using the PA Regionalized Safety Performance Functions (SPFs) developed for the statewide network of about 20,000 locations. This approach uses the HSM's analysis method of Excess Expected Average Crash Frequency with Empirical Bayes adjustments, also known as Potential for Safety Improvement (PSI). This method uses 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 FY2023 TIP for Pennsylvania includes projects totaling over \$80.97 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 RTC and were designed to align directly with the multimodal goals of the Long-Range 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. See more in Appendix D:.

Safety was rated as the highest-priority for project evaluation. Each non-HSIP project is evaluated for how it impacts safety-critical elements for high-crash road locations, transit projects, 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. Guiderail and vegetation maintenance, as well as bridge improvement projects, are all expected to provide nominal safety improvements that may help to bring fatality and serious injury crashes down.

Demonstrating the region's commitment to the newly adopted regional safety targets, nearly half of the 12 total non-bridge projects focus explicitly on safety improvements. These include three roundabouts, one trail, and one complete streets project. All of the candidates added to the TIP scored well in the safety criteria of the TIP-LRP Project Benefit Evaluation Criteria analysis. All of these projects were funded with sources other than HSIP.

Table 16: Projects Utilizing Federal HSIP Funds

County	Project	Description	HSM Benefit/Cost	Funding Status
Bucks	Roundabout on Easton Rd. at New Britain Rd./Sauerman Rd. (MPMS #111024)	Roundabout installation at Easton Rd. and New Britain Rd., as well as Easton Rd. and Sauerman Rd.	1.28	Ongoing Statewide
	Route 113 and Minsi Trail Rd. Roundabout (MPMS #115418)	Roundabout at Souderton Rd. and Minsi Trail Rd.	5.08	Ongoing Regional
	Buckingham Rd and York Rd. (PA 263) Roundabout (MPMS #115419)	Roundabout at Buckingham Rd. and York Rd.	1.31	
	Penndel Borough Intersection Improvements (MPMS #115420)	Road diet; add left-turn lanes, upgrade pavement markings, high-visibility crosswalks, signals	2.56	
Chester	SR 896 Safety Improvement (MPMS #85949)	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 (MPMS #115422)	Install chevrons, curve warning, retroreflective back plates, of right-in/right-out access	9.46	
	Route 23 Corridor Safety Improvements (MPMS #115423)	Install retroreflective back plates, pedestrian countdown timers and pushbuttons, new signal; eliminate passing lane	17.13	
	US 322 West Chester Bypass Safety Improvements (MPMS #115424)	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 (MPMS #115425)	Install retroreflective back plates, pedestrian countdown timers, signals and lighting	7.51	
Delaware	MacDade Blvd. Corridor from Fairview to Ashland (MPMS #110951)	Road diet; addition of turn lanes; modernization of signals along corridor with fiber optic interconnection	6.59	Ongoing Statewide
	Chichester Ave. Corridor Safety Improvements (MPMS #111022)	Traffic signal installation; modify left-turn signal phases	1.55	

(cont.)

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



Table 16: Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Delaware	Lansdowne Ave. Corridor Safety Improvements (MPMS #111167)	Road diet; two-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 (MPMS #107642)	Roundabout installation	N/A <sup>2</sup>	
	Haverford Rd. Corridor Safety Improvements (MPMS #115427)	Installation of road diet, left-turn lanes, actuated advanced warning dilemma zone protection system	8.54	
	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	
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 (MPMS #110971)	Turn lane and signal modifications along corridor; relocate roadside fixed objects along corridor	2.1	
	Bethlehem Pike Safety Improvements (MPMS #114944)	Install partial road diet, left-turn lanes, pedestrian countdown timers and retroreflective back plates	15.16	
	Lancaster Ave and Remington Rd. Intersection Improvements (MPMS #114948)	Add left-turn lanes, install pedestrian countdown timers, add ADA ramps, upgrade existing mast arm and add additional primary signal head	5.27	
	Sumneytown Pike Intersection Improvements (MPSM #115428)	Install left-turn lanes, remove skew angle of road, install intersection lighting	3.33	Ongoing Regional
	Belmont Ave and St. Asaphs Rd. Roundabout (MPMS #115429)	Installation of a roundabout	2.00	

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

Table 16: Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Philadelphia	Frankford Ave. Signal Improvements (MPMS #106993)	Improve signing and pavement markings, improve traffic signal equipment including pedestrian countdowns, traffic calming measures	6.93	Ongoing Statewide
	Roosevelt Blvd. IHSDM Study (MPMS #114942)	Interactive Highway Safety Design Model Study of Roosevelt Blvd. at two different locations that represent whole corridor	N/A <sup>3</sup>	Ongoing Regional
	Castor Ave. Corridor Safety Improvements (MPMS #115430)	Road diet; modify left-turn signal phasing; left-turn lane at 13 intersections	9.27	
	Broad St Corridor Safety Improvements) MPMS #115430)	Replacement of two-way left-turn lane with raised concrete medians	26.70	
	Verree Rd. Corridor Safety Improvements (MPMS #115431)	Conversion of signals from pedestal-mounted to mast arm, addition of pedestrian countdown timers and push buttons, coordination of arterial signals	19.86	
	Welsh Rd. Corridor Safety Improvements (MPMS #115433)	Installation of road diet, left-turn lanes, pedestrian countdown timers, coordination of signals, and installation of retroreflective back plates	12.29	
	Frankford Ave. Corridor Safety Improvements (MPMS #115434)	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 (MPMS #115435)	Make pavement marking visible, update left-turn phasing and vehicle and pedestrian timings, install single-lane roundabout	8.60	
	Washington Lane Corridor Safety Improvements (MPMS #115440)	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	

(cont.)

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

Table 16: Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Philadelphia	Vine St. Corridor Safety Improvements (MPMS #115442)	Installation of road diet, curb protected bike lane, remove on-street parking, and update signal equipment	1.76	Ongoing Regional
	Wyoming Ave. Corridor Safety Improvements (MPMS #115444)	Convert signals from pedestal-mounted to mast arm, provide flashing beacons at unsignalized intersections	9.78	
	5 <sup>th</sup> St Corridor Safety Improvements (MPMS #115445)	Convert all signals from pedestal-mounted to mast arm and install pedestrian countdown timers	17.44	
Various	Systemic Improvements - Lane Departure (MPMS #117793)	Identify locations where low-cost safety countermeasures can be constructed to reduce the number and severity of crashes		New Statewide
	Systemic Improvements - Vulnerable Users (MPMS #117796)	Implement roadway context appropriate traffic calming strategies with specific focus on speed management to address non-motorized roadway user safety in urban and urban-core areas		

Source: DVRPC, 2022

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

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program 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 NHPP and to assess the condition of pavements on the Interstate system; pavements on the NHS (excluding the Interstate system); and bridges carrying the NHS, which include on- and off-ramps connected to the NHS. This rule established six measures related to the condition of the infrastructure on the NHS. The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period; the first was 2018 to 2021. This TIP includes projects that will impact the second four-year performance period of 2022 to 2025.

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 TAMP for the NHS. The Infrastructure Performance Management Measures 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. PennDOT has developed asset management systems for bridges in their Bridge Asset Management System (BAMS) and pavement in their Pavement Asset Management System

(PAMS) in order to achieve and sustain a state of good repair over the life-cycle of transportation assets at the minimum practicable cost. With the passing of the IIJA/BIL, states are required to manage the NHS to the LLCC and document this in their TAMPs. LLCC 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.

PennDOT provided an overview of the Bridge Asset Management and Pavement Asset Management systems to MPO staff, including DVRPC staff, on November 30, 2021. DVRPC is working closely with staff from PennDOT Central Office and PennDOT District 6-0 to understand the data provided by these systems and begin using them to identify and program projects in the TIP, as well as to adjust the scopes of current TIP projects to better align with the recommendations of the asset management systems, as appropriate.

### **Statewide Pavement and Bridge Performance Measure Targets**

The pavement and bridge performance measures include:

- percentage of Interstate pavements in good condition;
- percentage of Interstate pavements in poor condition;
- percentage of non-Interstate NHS pavements in good condition;
- percentage of non-Interstate NHS pavements in poor condition;
- percentage of NHS bridges by deck area classified in good condition; and
- percentage of NHS bridges by deck area classified in poor condition.

The 2022–2025 Statewide Pavement and Bridge Performance Measure Targets are due October 2022. Pennsylvania’s pavement and bridge targets will be established by October 2022 through extensive coordination with a TAMP steering committee and workshops with MPOs/RPOs and the FHWA’s Pennsylvania Division. The targets will be consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.<sup>4</sup> Targets are expected to be calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP, along with planned state-funded maintenance projects.

State two-year and four-year targets (the desired state of good repair) were established. 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 Table 17: and Table 18: below. Note that two-year targets (FY18–FY19) for Interstate pavement are not required for the first performance period (hence “n/a”). DVRPC will be revisiting the targets for PM2 in the fall of 2022 as part of the initial four-year performance period review and establishment of the second four-year performance period.

### **Pavement Performance Targets**

The Infrastructure Performance Management Measures 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.

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<sup>4</sup> For more information on LLCC: [www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf](https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf)

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; and
- **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 one-tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Table 17: State Pavement Infrastructure Performance Targets

Pavement Infrastructure	Condition	Baseline	Two-Year Target	Four-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: PennDOT, 2022. The TPM website pavement infrastructure data reflects the October 2020 interim (two-year) report that the state DOTs submitted to the FHWA. The next four-year report update is tentatively expected in the fall of 2022

PennDOT’s pavement condition targets for NHS Interstate roadways are within the federal standard of no more than 5 percent of NHS Interstate pavements being rated in poor condition. PennDOT’s pavement condition targets (see Table 17:), 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.

Although the two-year and four-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. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of the NHS Interstate pavements are rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor, per federal requirement. The ability to achieve these condition thresholds is dependent on adequate funding. If the threshold is not met, restrictions are placed on PennDOT’s federal funding—specifically, NHPP and STP funds. The 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 NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. The FHWA's performance measures aim to assess bridge condition by 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 be 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 18:.

Table 18: State NHS Bridge Infrastructure Performance Targets

Bridge Infrastructure	Condition	Baseline	Two-Year Target	Four-Year Target
NHS Bridge Deck Area	Good	23.7%	25.8%	26.0%
	Poor	5.1%	5.6%	6.0%

Source: DVRPC, 2022

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 comprised representation from PennDOT Executive Management, the FHWA, and the Pennsylvania Turnpike Commission, 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 was 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 to system preservation for pavement and bridges. The DVRPC Long-Range 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 Pennsylvania subregion, the Plan identified \$34.207 billion needed for pavement and bridge preservation projects.<sup>5</sup> Of this total need, \$963.506 million is programmed in the four-year FY2023 TIP for system preservation, under the regional TIP. This does not include the majority of the I-95 reconstruction, which is listed on the statewide IMP. DVRPC is expected to update the TIP-LRP Project Benefit Evaluation Criteria in FY2023, and the new federal and state regulations will be reflected in the updated criteria.

Per Table 49 in the DVRPC-Board-adopted *Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual* (DVRPC Publication Number 21028), system preservation receives the most funding of all roadway project categories. Of the \$23.5 billion allocated to roadway improvements in the Pennsylvania state subregion, 55 percent or \$12.9 billion is allocated to bridge preservation, followed by 21.5 percent or \$5.1 billion for pavement preservation. Tables 20 and 22 in the *Process and Analysis Manual* list the funding needs by plan period to maintain the existing system of roadways and bridges.

Facility and Asset Condition is the second-highest-ranked criterion in DVRPC's TIP-LRP Project Benefit Evaluation 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. More information about the TIP-LRP Project Benefit Evaluation Criteria can be found in Appendix D:.

PennDOT and DVRPC work together to develop and manage a regional TIP that supports progress toward the achievement of the current statewide pavement/bridge objectives and the targets that will be established for the 2022–2025 performance period. PennDOT is transitioning to the new TAMP, which is expected to be finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state of good repair approaches that preserve transportation system assets.

Pennsylvania's pavement and bridge projects provided in the FY2023 TIP were selected through an evaluation of PennDOT's Asset Management Systems in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. After the 2022–2025 performance targets are set, PennDOT will provide feedback on statewide and MPO/RPO-specific progress toward target

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<sup>5</sup> See Tables 20 and 22 of the DVRPC *Connections 2050 Plan for Greater Philadelphia; Process and Analysis Manual*: [www.dvrpc.org/Products/21028](http://www.dvrpc.org/Products/21028).



achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Of the 36 bridge and 12 highway projects that have been added to the TIP, \$256.368 million is going toward brand-new bridge projects, while \$91.541 million is going to address new highway-funded projects. Of the 12 highway projects that were selected for funding, one project with an estimated cost of \$8.75 million is fully dedicated to reconstruction, while other projects that were selected address safety and operational improvements that may include some pavement reconstruction. Totals of \$203.650 million in highway funds and \$100.225 million in bridge funding are focused on reconstructing highway and bridge structures that were pushed out of the 12-year plan during the FY2021 TIP update due to inadequate funding. The FY2023 TIP for Pennsylvania programmed \$275.235 million in SPIKE Discretionary NHPP and STP funds to be spent on bridge and pavement improvements.

Table 19: Key Bridge and Pavement Projects in the Region

County	MPMS	Project	Primary Improvement Focus
Bucks	93445	Route 1 Improvement-North (Section RC2)	Highway and Bridge Reconstruction
Chester	14698	US 422, Reconstruction (M2B) SR:0422	Highway Reconstruction
Delaware	104343	US 322 over CSX	Bridge Replacement
Montgomery	16738	US 422 Expressway Section M1B	Highway and Bridge Reconstruction
Philadelphia	69828	Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB)	Bridge Rehabilitation/ Replacement

Source: DVRPC, 2022

Table 20: Anticipated Pavement and Bridge Deck to Be Preserved or Improved

	FY23–FY34
Anticipated Bridge Deck Area to be Preserved or Improved (included IMP)	10,823,666 square feet
Anticipated Miles of Pavement to be Preserved or Improved*	610.44 miles

Source: PennDOT, 2022

\*Note: It is anticipated that the current PennDOT five-year resurfacing plan (FY22–FY26) will repave 1,059 miles of roadway.

## System (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 the IIJA/BIL. 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 on-road mobile source emissions for the purpose of carrying out the 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, CMAQ Congestion, and CMAQ Emissions Reduction. Each category has its own measures:

### Travel Time Reliability (TTR)

- percentage person-miles traveled (PMT) on the Interstate that are reliable;
- percentage of PMT on the non-Interstate NHS that are reliable; and
- Interstate System Truck Travel Time Reliability Index.

### CMAQ Congestion

- Annual Hours of Peak-Hour Excessive Delay (PHED) per capita; and
- percentage of non-Single Occupant Vehicle (SOV) travel.

### CMAQ Emissions Reduction

- on-road mobile source emissions reduction for CMAQ-funded projects.

State two-year and four-year targets are established for these measures as part of a four-year performance period with the first period from 2018 to 2021. The four-year targets can be adjusted as part of the two-year interim review. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed. 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. This analysis is for the first performance period (2018–2021), in that the baselines and targets for the second performance period are currently underway and are anticipated to be completed in fall 2022. 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.

The DVRPC agreed to support PennDOT's initial four-year targets, as well as their efforts to achieve those targets on October 23, 2018. On January 28, 2021, the DVRPC Board agreed to support PennDOT's four-year target adjustments for Travel Time Reliability TTR, Freight Reliability, and CMAQ Emissions (for CO), as well as PennDOT's efforts at achieving those targets for the first performance period shown in Table 22. New statewide targets for the second performance period (2022–2025) are expected in fall 2022.

## TTR Targets

Reliability refers to the variability of travel times on road segments experienced by travelers. The more variability in travel time, 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 USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. Traffic Congestion and Reliability: Linking Solutions to Problems is available on the FHWA website at [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 TTR. The measures for TTR are the percentage of PMT on the Interstate on the 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 Research Data Set (NPMRDS v2), based on archived probe-based traffic data, and traffic volumes from the Highway Performance Monitoring System. The measures are calculated using the UMD CATT Lab RITIS Probe Data Analytics 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 to or less than 1.50 is considered reliable. The percentage of PMT 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.

For the baseline of the first performance period, 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, PennDOT led efforts collaboratively with the MPOs and other planning partners to keep the future two-year and four-year TTR Targets for Interstate and non-Interstate the same as the 2017 baseline values (See Table 23). For the two-year interim review in the mid-performance period, the 2019 actual performance met the two-year target, and PennDOT collaboratively with the planning partners decided to adjust the four-year target for percentage of PMT on the Interstate that are reliable from 89.8 percent to 89.5 percent.

DVRPC is monitoring the reliability of travel and is collaboratively working with PennDOT on setting two- and four-year percentage PMT reliability targets for the second performance period (2022–2025).

Table 21: State TTR Targets

NHS System	Baseline	Two-Year Target	2019 Actual	Four-Year Target
PMT on Interstate with Reliable Travel Times (%)	89.8%	89.8%	89.9%	89.8%**
PMT on Non-Interstate NHS with Reliable Travel Times (%)	87.4%	n/a*	88.5%	87.4%

\*Target not required.

\*\*Four-year target was adjusted for percentage PMT on the Interstate that are reliable at the mid-term reporting period.

Source: DVRPC, 2022

### 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 the UMD CATT Lab RITIS Probe Data Analytics software platform. It is expressed as an index, unlike the TTR measure, which is based on a percentage reliability threshold that determines whether a segment is reliable. 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.

Table 22: State Freight Performance Targets on the NHS Interstate Highway System

Freight	Baseline	Two-Year Target	2019 Actual	Four-Year Target
Truck Travel Time Reliability	1.35%	1.34%	1.36%*	1.40%**

\*Target not achieved.

\*\*Four-year target was adjusted for the TTTR at the mid-term reporting period.

Source: DVRPC, 2020

For the two-year interim review, the 2019 target was not achieved and PennDOT, collaboratively with the planning partners, decided to adjust the four-year target for the TTTR Index from 1.34 to 1.40. As a result of PennDOT not meeting the target, they were required to investigate why they did not meet the target and what actions they would take in the future to meet it.

As for the TTTR measures, DVRPC is monitoring the TTTR and is collaboratively working with PennDOT on setting two- and four-year targets for the second performance period (2022–2025).

### Coordination on TTR and Freight/TTTR Targets

The very first state two-year and four-year targets were due May 20, 2018, and were reported to the FHWA in the 2017 baseline report that was due in October 2018. To satisfy coordination requirements [23 CFR

490.105(e)(2)], PennDOT coordinated with planning partners in the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT then coordinated to adjust the four-year target for the TTR and TTTR, in collaboration with the planning partners. Specific coordination efforts are highlighted below.

A Mid-Performance Period Progress Report virtual meeting was conducted on September 16, 2020, by PennDOT to go over the Mid-Performance Period Program Report that was eventually submitted to the FHWA on September 30, 2020. This report contained the following: (1) the actual performance derived from the latest data collected through the mid-point of the performance period; (2) a discussion of PennDOT's progress toward achieving each established two-year target; (3) a discussion on progress of PennDOT's efforts in addressing congestion at truck freight bottlenecks within the state; (4) adjustments to the four-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the TAMP; and (5) MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), DVRPC, and Lancaster County MPOs. The FHWA makes a formal determination of significant progress in the achievement of two- and four-year targets. If significant progress is not made, states will be required to document actions to achieve targets in future performance periods. The Mid-Performance Period Progress Report offers an opportunity for PennDOT and its planning partners to review and adjust the four-year targets for the PM3 performance measures, as well as the PM2 performance measures. All bridge, pavement, reliability, freight, and CMAQ congestion and emissions targets were assessed in coordination between PennDOT and Pennsylvania's MPO/RPOs. The CMAQ congestion targets were reviewed by all relevant state DOT and MPO partners for each Urbanized Area (e.g., Philadelphia and Pittsburgh areas).

PennDOT has adjusted the PM3 targets as summarized in Table 23:. The adjusted statewide targets were provided in PennDOT's Mid-Performance Period Progress Report to the FHWA. The September 16, 2020, virtual meetings included a discussion on the target setting process and requested comments on the proposed adjustments to the PM3 target values by the MPO/RPOs. No MPO/RPOs indicated concerns regarding adjustments to the reliability, freight, or CMAQ emissions targets.

### **Progress toward TTR and Freight/TTTR 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 improve TTR and help meet state targets. The CMP is a key part of DVRPC's commitment to improving TTR. 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 and improve reliability. The goals of the Long-Range Plan provide guidelines for developing DVRPC CMP objectives. These objectives include:

- minimizing growth in recurring congestion and improving mobility;
- improving TTR;
- improving accessibility, including providing transit where it is most needed;
- maintaining the existing core transportation network;
- improving safety;
- maintaining goods movement;
- improving security and maintaining transportation preparedness for major events;

- integrating federal PM3 system performance, freight, and CMAQ performance measures;
- supporting DVRPC Long-Range Plan land use and other principles;
- advancing equity and fostering diversity; and
- ensuring that all transportation investments support DVRPC Long-Range Plan principles.

Table 23: PennDOT PM3 Targets

Measure	Original Target	Adjusted Target	Basis for Adjustment
Interstate Reliability (TTR)	89.8%	89.5%	In the baseline report, PennDOT's target was developed to maintain the status quo for operations. Based on a review of the first three years of data, there are yearly variations in the reliability measure. PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 STIP has an increased focus on Interstate highways, which will result in more construction projects. Major projects that will be underway in 2021 include the I-83 widening in Harrisburg, I-95 reconstruction in Delaware and Philadelphia counties, the Southern Beltway interchange with I-79 near Pittsburgh, and I-81 reconstruction near Carlisle. Smaller projects like bridge rehabilitations also impact reliability when long-term lane closures are required. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to-year variability with a multitude of construction scenarios. Other congestion management techniques to improve reliability will need to be planned and are beyond the timeframe of the four-year target for this performance period.
Freight Reliability (TTTR)	1.34	1.40	The impacts of construction work zones on the freight reliability measure could not be mitigated prior to the 2021 construction season. PennDOT will continue to monitor data to develop appropriate mitigation strategies to improve freight reliability in future performance periods. The four-year target is intended to account for anticipated construction projects that will impact 2021 performance and unknown freight impacts due to the Coronavirus Disease 2019 (COVID-19) pandemic.
CMAQ CO Emissions	1,135.40	250.00	The DVRPC region is now in attainment for CO and no longer requires a target. As such, the statewide number is adjusted only to reflect the Southwestern Pennsylvania Commission area.

Source: PennDOT, 2022

PM3 performance measures are mapped by roadway segment where data is available and used to inform the CMP process. Reliability, as measured by the PTI, is a key component of the Congestion and Reliability criterion in DVRPC's TIP-LRP Project Benefit Evaluation 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 11 percent of the project-level investment decision recommendation for new candidates.

DVRPC tracks travel trends by CMP corridor using the PTI measure, which is a measure of roadway reliability defined as the ratio of the 95th percentile peak-hour travel time to the free-flow travel time (uncongested travel time) to better understand which CMP corridors are more or less reliable than others. This measure considers non-recurring congestion impacts on travel due to traffic events, such as crashes, disabled vehicles, construction, and adverse weather. This information is averaged by week and month and compared by month year-over-year to identify changes in reliability and help inform the process of developing strategies to improve travel times on the transportation network.

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 Project Benefit Evaluation 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 recommendations for new candidates. One of DVRPC's goals is to serve the region's freight stakeholders and maintain the Greater Philadelphia region as a premier freight transportation gateway. At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force, 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.

In the FY2023 DVRPC TIP for Pennsylvania, the following projects are programmed within a DVRPC designated Freight Center that supports freight TTR:

- Bridgewater Road Extension (MPMS #79329);
- PA 291 Drainage Improvements (MPMS #99668);
- I-95: Delaware Avenue Extension (BS5) (MPMS #103563);
- I-95 Reconstruction (17821, 47811, 47812, 47813, 79686, 79827, 79828, 79904, 79905, 79908, 79910, 79912, 103557, 103558, 103559, 103560, 103561, 103562); and
- I-95 Bridge Rehabilitation: Island Ave-Phila Navy Yard (MPMS #115805).

The FAST Act established, and the IIJA/BIL continues, the National Highway Freight Program (NFP) to improve the efficient movement of freight on the NHFN. 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 percent 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 NFP funds, and five of them are located in the DVRPC region:

- **I-95: I-476/I-95 Interchange (MPMS #102276)** provides for lane modifications between the I-95 NB/I-476 NB interchange and the entrance of the MacDade Boulevard ramp on northbound I-476. Pavement reconstruction, resurfacing, and restriping of the I-95/I-476 northbound segment in Delaware County, including new sign installments, will accommodate these modifications.
- **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 southbound on-ramp and southbound 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 Street. This contract will also remove the southbound collector/distributor and ramp that connects Aramingo Avenue, Harbison Avenue, Tacony Street, and Bridge Street to I-95 southbound and the Betsy Ross Bridge.

This list will be updated pending the Primary Highway Freight System meeting.

Finally, there are also several grant programs (outside of DVRPC) administered by the state and federal governments specifically targeting freight. PennDOT's Rail Freight Assistance Program (RFAP), and Rail Transportation Alternatives Program (RTAP) provide assistance with investment in rail freight infrastructure. USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program (formerly known as BUILD and TIGER), National Infrastructure Project Assistance Program and 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 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 one million in a non-attainment or maintenance area. The Philadelphia PA-NJ-DE-MD Urbanized Area includes a population of more than 5.54 million, per the U.S. Census ACS 2020 five-year estimate, and is part of a non-attainment and maintenance area.

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 the Highway Performance Monitoring System, 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 2020 five-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 6:00 AM to 10:00 AM, and partner agencies agreed on the afternoon peak period from 3:00 PM to 7:00 PM, rather than the 4:00 PM to 8:00 PM alternative. 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 residents. Some trips can be avoided or shifted to non-vehicular modes out of the peak period, which would reduce the measure. For the first performance period (2018–

2021) only a four-year target is required. 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 is found in 23 CFR 490.707(a).

- **Percentage of non-SOV travel:** 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 is found in 23 CFR 490.707(b).

For the first four-year performance period of the PHED per capita measure, only a four-year target is required, while both two- and four-year targets are required for the Percentage of Non-SOV measure, and the four-year targets can be adjusted as part of a two-year interim review. The CMAQ Congestion Performance targets were established by PennDOT and its partners through the UZA Coordination Group and supported by the DVRPC Board (see Table 24:).

Table 24: CMAQ Congestion Measures Targets on the NHS

DVRPC Urbanized Areas	CMAQ Congestion Measures	Baseline	Two-Year Target	Two-Year Performance	Four-Year Target
Philadelphia PA-NJ-DE-MD Urbanized Area	Non-SOV Travel	27.9% <sup>1</sup>	28.0%	28.2%	28.1%
	PHED per Capita	16.8 Hours per Capita	n/a	14.6 Hours per Capita	17.2 Hours per Capita

Source: DVRPC, 2022

Note: Baseline for non-SOV Travel is based on 2014–2018 ACS. PHED per Capita Four-Year Target assumes a growth of +0.6 percent per year. See also DVRPC’s CMAQ Interim Performance Plan for 2018–2019 (Publication #TM21003).

### Coordination on CMAQ Congestion Targets

Pursuant to the IIJA/BIL, and prior FAST Act and MAP-21 bills, 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 one million must establish a single unified target for the two CMAQ congestion measures. DVRPC staff collaborated with multiple agencies in developing and agreeing on realistic targets for each of the two measures for the baseline of the first performance period. For the two-year interim review in the first performance period, DVRPC, collaboratively with the other agencies, decided not to adjust the four-year targets.

Meetings were held by DVRPC for the Philadelphia PA-NJ-DE-MD Urbanized Area to coordinate and discuss adjusting four-year targets for the PHED and non-SOV travel measures as part of the two-year review of the interim performance first performance period. Meetings were held on March 12 and June 11, 2020, and agency representation included PennDOT, New Jersey Department of Transportation (NJDOT), Delaware Department of Transportation, Maryland Department of Transportation, FHWA, and DVRPC, Northern Jersey Transportation Planning Authority, South Jersey Transportation Planning Organization, Wilmington Area Planning Council, and Lancaster County Transportation Coordinating Committee MPOs.

The agencies agreed not to adjust the four-year targets due to uncertainties with COVID-19 impacts on travel trends and uncertainties with the PHED measure with some data changes occurring, including updates to the NPMRDS v2 segments to more accurately represent the NHS coverage.

On September 24, 2020, the DVRPC Board adopted the CMAQ Interim Performance Plan (2018–2021).

### CMAQ Emissions Reduction Targets

DVRPC coordinated efforts with PennDOT and other MPOs in the state to develop cumulative On-Road Mobile Source Emissions two-year and four-year reduction targets as kilograms per day. MPO regional targets in Table 25: were used to develop PennDOT's statewide on-road mobile emissions reductions targets displayed in Table 26:. Page 15 of DVRPC's *Congestion Mitigation and Air Quality Mid-Performance Period Progress Report (2018–2019)* (Publication #TM21003) describes the process in developing the regional targets.

Table 25: DVRPC Pennsylvania Region CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms)

CMAQ Emissions Reduction	Two-Year Target (2018-2019)	two-Year Performance	Four-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, 2022

Table 26: PennDOT Statewide CMAQ On-Road Emissions Reductions Targets (in Daily Kilograms)

CMAQ Emissions Reduction	Two-Year Target	Four-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, 2022

### 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 emissions 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 the FHWA.

### Progress toward CMAQ Congestion and Emissions Reduction Targets

There are numerous 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 *Congestion Mitigation and Air Quality Mid-Performance Period Progress Report (2018–2019)* (Publication #TM21003) identifies all TIP projects in the Pennsylvania portion of the DVRPC region from FY2018 to FY2019. The next CMAQ Performance Plan will be published in fall 2022.

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 CMP, DVRPC facilitates a CMP Planning Advisory Committee and generates a list of the top 10 bottleneck locations for state, county and local roadways.

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 toward meeting the congestion relief and on-road mobile emissions reductions targets. At the time of this publication, the DVRPC has been working with stakeholders on selecting projects for DVRPC's new Travel Options Program, which funds innovative transportation demand management projects to provide better access to more travel options across the region and welcomes capital projects, operating projects, and education and marketing campaigns. These projects will be funded with STBGP funding.

Over \$505 million of federal CMAQ funding is programmed in the FY2023 TIP, including setting aside almost \$300 million, from FY2025 to FY2034, for the flexing of CMAQ funds to SEPTA for Trolley Modernization, Bus Revolution, Rail Fleet Replacements and the King of Prussia Rail projects. This program strengthens the region's access to transportation infrastructure that is in good repair and produces lower emissions.

Table 27: SPIKE Funding Projects That Help Support Achieving PM3 Targets in DVRPC Pennsylvania Subregion

County	MPMS #	Project	Spike Amount	Primary Improvement Focus
Chester	107551	SR30/SR10 to Business 30 Interchange Improvements	\$40 million	Turning lanes
Chester	107553	SR30 & Airport Rd Interchange Improvements	\$30 million	Intersection reconfiguration
Chester	107554	US30 & PA82 Interchange Improvements	\$30 Million	Intersection reconfiguration

Source: DVRPC, 2022

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 funds 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 educate the public about ozone and PM<sub>2.5</sub> 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<sub>2.5</sub> pollution. Funding is provided in the amount of \$125,000 in FY2023 and \$125,000 in FY2024.

Table 28: Key Congestion-Relief Projects in DVRPC Pennsylvania Subregion

County	Project	Primary Improvement Focus
Delaware	64791 Kedron Avenue at Franklin	Updating signalization and improving intersection turn lanes for safety and transit concerns
	107642 Smithbridge Road Corridor	Construction of an eight-foot multiuse trail connecting residential neighborhoods school district campus, intersection improvements, and a roundabout
Montgomery	16334 PA 73, Church Road Intersection and Signal Improvements	Additional turn lanes
	102273 Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen	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
	111005 Conshohocken Garage (I-76 ICM)	Regional Rail station “smart” parking garage with over 500 spaces for commuters to reduce congestion
	114172 Dreshertown Rd CC Trl Ext (Competitive CMAQ)	Trail through Fort Washington Office Park
Philadelphia	17697 Island Avenue Signal Upgrade	Upgrading and interconnecting the signal controls at six intersections, including incidental stormwater improvements, incorporating preference for SEPTA Route 36; narrowing the roadway to accommodate pedestrians; and simplifying three intersections
	98207 I-95 Congestion Management	Provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor

Note: Competitive CMAQ projects are listed in Chapter 8:

Source: DVRPC, 2022

**Retrofit for Bike Lanes and Shoulders (MPMS #63406)**—The purpose of this project is to install bicycle facilities as part of roadway resurfacing projects, including installation, maintenance, and replacement of striping and damaged and missing signs. Funding is provided annually in the amount of \$300,000 in FY2023 and \$300,000 in FY2024.

**Signal Retiming Program (MPMS #84457)**—This signal retiming 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 in the amount of \$350,000 in both FY2023 and FY2025.

**CMAQ Flex for SEPTA Projects of Significance Line Item (MPMS #118015)**— This project is a placeholder for CMAQ funds to be flexed to SEPTA in order to support the Trolley Modernization, KOP Rail Extension, Bus Revolution, and Rail Fleet Replacements projects. A total of \$299.8 million in CMAQ funding is expected to be flexed between FY2025 and FY2034.

## Transit Asset Management Performance Measures

### 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. MPOs are then required to set their own targets, or adopt the transit operator 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 FTA and include average revenue fleet age; average non-revenue fleet age; percentage 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 TAM Plan.

The regulations required by the 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 rolling stock;
- transit equipment;
- transit infrastructure; and
- transit facilities.

### 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 ULBs. However, it should be noted that a significant number of the light rail and commuter rail vehicles are beyond their ULBs. 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. In the FY2023 TIP, SEPTA will replace the light rail and vintage trolley fleets as part of the Trolley Modernization project. SEPTA will also replace the Market-Frankford Subway Elevated (MFSE) line vehicle fleet. Both of these vehicle procurements are included in the Projects of Significance program (MPMS #115472).

Table 29: Transit Asset Management Measure 1

Percentage of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark				
NTD Category	ULB (Years)	FY2021 Targets	FY2021 Performance	FY2022 Targets
<b>SEPTA</b>				
Articulated Bus	14 (12 for electric)	0%	0%	0%
Bus	14	15%	10.7 %	10%
Heavy Rail Passenger Vehicle	35 (MFSE); 30 (NHSL); 40 (BSS)	0%	0%	0%
Light Rail Vehicle	45 (Updated in FY2021)	0%	0%	0%
Commuter Rail Locomotive	30	0%	0%	0%
Commuter Rail Passenger Coach	39	0%	0%	0%
Commuter Rail, Self-Propelled	39	66%	66%	66%
Cutaway Car	10	0%	0%	0%
Trolley Bus	18	0%	0%	0%
Vintage Trolley/Streetcar	58	100%	100%	100%

Source: DVRPC, 2022

#### 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 ULB. A number of ongoing procurements have allowed SEPTA to reduce the average age of the automobile and van fleets.

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 are 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 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.



Table 30: Transit Asset Management Measure 2

Percentage of Support Vehicles That Have Met or Exceeded Their Useful Life Benchmark			
NTD Category	FY2021 Target	FY2021 Performance	FY2022 Target
<b>SEPTA</b>			
Automobiles	50%	41.2%	50%
Other Rubber Tired Vehicles	25%	41.9%	45%
Steel Wheel Vehicles	55%	48.9%	50%

Source: DVRPC, 2022

### 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 FY2021, approximately 4.0 percent (Commuter Rail), 2.1 percent (Heavy Rail), and 0.7 percent (Streetcar Rail) of SEPTA's track were in slow zone restrictions over the year. It is estimated that approximately, 10 percent, 5 percent, and 3 percent, respectively, of their track will be in slow zone restrictions over FY2022 as SEPTA is performing several projects that will harden the guideway against extreme weather events, including stabilization of cut rock slopes, dewatering systems for underground rail lines, and upgrading the signal system.

Table 31: Transit Asset Management Measure 3

Percentage of Track Segments with Performance Restrictions (by Mode)			
NTD Mode	FY2021 Target	FY2021 Performance	FY2022 Target
<b>SEPTA</b>			
Commuter Rail	10%	4%	10%
Heavy Rail	10%	2.1%	5%
Streetcar Rail	5%	0.7%	3%

Source: DVRPC, 2022

#### Measure 4: Average Condition of Facilities

The FTA requires transit agencies to evaluate all transit facilities on the 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 32: Transit Asset Management Measure 4

Percentage of Facilities Rated Below 3.0 on the TERM Scale			
NTD Category	FY2021 Target	FY2021 Performance	FY2022 Target
<b>SEPTA</b>			
Passenger Facilities	5%	1%	3%
Administrative/ Maintenance Facilities	5%	4%	5%

Source: DVRPC, 2022

#### Coordination on Transit Asset Management Target Setting

Besides the Tier 1 transit agencies (SEPTA and DRPA/PATCO), DVRPC also coordinates with the region's Tier 2 transit agencies (smaller transit operators with fewer than 100 vehicles). The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous FY.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.

- New performance goals for the upcoming FY are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local TIP and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT BPT, transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

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 PennDOT to develop a set of written procedures that outline the coordination process for TAM. SEPTA and DRPA/PATCO operate on different FYs: SEPTA's FY is July 1 through June 30, while DRPA/PATCO's FY is January 1 through December 31.

### **Progress toward Transit Asset Management Targets**

The Transit Asset Transportation Performance Management Rule requires MPOs to describe how the region's TIP will help to achieve the TAM targets. The DVRPC FY2023 TIP for Pennsylvania 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 TAM targets. Overall, SEPTA has programmed almost 90 percent of their FY2023 TIP funding for preservation and maintenance of their system.

To meet the targets for Measure 1: Percentage of Revenue Vehicles That Have Met or Exceeded Their Useful Life Benchmark, SEPTA released a contract to replace 220 buses in fall 2021, with an option to purchase an additional 120 buses. SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. Due to their condition, replacement of the MFSE cars is of the highest priority and is fully funded in this program. SEPTA also continues to work to secure funding to replace the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. Partial funding has been allocated in this program to initiate this procurement. SEPTA is in the early phases of a "Trolley Modernization" program, which includes the procurement of new light rail vehicles, along with associated infrastructure and maintenance facility upgrades. MFSE cars and trolley vehicle replacements are included in the "Projects of Significance" in SEPTA's FY2023 Capital Budget.

In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA's vehicle overhaul (VOH) program. The VOH program is particularly important for rail fleets, where most vehicles are approaching or have aged beyond their ULB.

SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus Master Plan will lay the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses and installing charging infrastructure

to support the fleet. The next phase of the plan will evaluate fuel cell electric buses and the necessary fueling infrastructure to support them. To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 100 additional buses to provide flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet, which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Playbook and the results of Bus Revolution.

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 \$10.9 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 2022. 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 performance restrictions. 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 Jenkintown and Sharon Hill Stations, and emergency power for the signal system.

For the last measure, Measure 4, Average Condition of Facilities, SEPTA's 2023–2034 Capital Budget includes provisions of \$934.4 million and \$250.6 million for maintenance and passenger facilities, respectively. Representative projects include Ardmore Transportation Center, Conshohocken Station, and 30th Street Station. SEPTA continues to design improvements for City Hall Station and has started to design improvements for Fairmount Station, which were rated to be in poor condition. Construction for these stations is scheduled to begin in 2023 and 2025, respectively. SEPTA has programmed \$347 million and \$136 million 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, starting in 2027, SEPTA will spend \$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. Due to the influx of federal dollars from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan (ARPA), SEPTA has been able to shift funding around and does not need to program funding in Federal Preventative Maintenance for FY2023-FY2026, as funding has already been obligated and placed into a grant for those four years.

# Transit Safety Rule

The FTA issued a final rule on PTASP, effective July 19, 2019. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems. At this time, recipients that only receive Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

Transit agencies are required to develop Transit Agency Safety Plans that establish performance targets based on the four measures included in the FTA's National Transit Public Safety Plan (NTPSP). The four measures are Fatalities, Injuries, Safety Events, and System Reliability. Transit agencies are required to report their targets and performance to the state DOT and the agency's MPO in order to prioritize funding to improve transit safety performance.

## Fatalities

The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile. Specific targets are set for total fatalities across the transit agency's system and the rate of fatalities per vehicle revenue mile operated by the transit agency.

## Injuries

The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as "harm to person that requires immediate medical attention away from the scene." Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for total injuries across the transit agency's system and the rate of injuries per vehicle revenue mile operated by the transit agency.

## Safety Events

Transit providers are required to set annual targets for the number and rate of safety events that occur across the transit agency's system. A *safety event* is defined by the FTA as a "collision, derailment, fire, hazardous material spill, or evacuation." Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates. Specific targets are set for total safety events across the transit agency's system and the rate of safety events per vehicle revenue mile operated by the transit agency.

## System Reliability

Transit providers are required to set annual targets for the agency's system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers, depending on the location of the service interruption and if passengers are required to disembark in unsafe locations. Specific

targets are set for the miles traveled between major mechanical failures calculated for each mode that the transit agency operates.

These indicators are reported to the FTA through the NTD. Internally, SEPTA tracks these indicators on an FY basis and publishes a monthly report evaluating performance against established targets. SEPTA's FY starts July 1 and DRPA/PATCO's FY starts January 1.

### Summary of FY2022 Performance indicators

Table 33: Measure 1—Fatalities

Transit Safety Rule—Fatalities and Injuries				
NTD Category	FY2021 Target	FY2021 Actual	Number of Fatalities	FY2022 Targets
SEPTA Fatalities per 100,000 miles				
Fatalities	0.0173	0.0358	27	0.0263

Source: SEPTA, 2022

Table 34: Measure 2—Injuries

SEPTA Passenger Injuries per 100,000 miles				
Bus	5.53	2.62	1,143	3.88
Trolley Bus	5.75	2.27	19	4.46
Heavy Rail (MFL)	0.79	0.37	33	0.54
Heavy Rail (BSL)	0.40	0.35	23	0.36
Heavy Rail (NHSL)	3.48	0.68	6	1.58
Light Rail	6.48	3.16	82	4.58
Commuter Rail	0.69**	0.16	21	0.47
SEPTA Lost Time Injuries—normalized by 200,000 work hours				
	3.28	5.24	439	4.26

Source: SEPTA, 2022

Table 35: Measure 3—Safety Events: Vehicular Accidents

Transit Safety Rule—Safety Events				
NTD Category	FY2021 Target	FY2021 Actual	Number of Vehicular Accidents	FY2022 Targets
SEPTA Vehicle Accidents per 100,000 miles				
Bus	8.18	6.08	2,653	6.77
Trolley Bus	9.51	5.37	45	7.11
Heavy Rail (MFL)	0.09	0.07	6	0.10
Heavy Rail (BSL)	0.07	0.06	4	0.08
Heavy Rail (NHSL)	2.30	1.94	17	2.04
Light Rail	8.38	8.94	232	8.33
Commuter Rail	0.07	0.09	11	0.08

Source: SEPTA, 2022

Table 36: Measure 3—Safety Events: Station Accidents

Transit Safety Rule—Safety Events				
NTD Category	FY2021 Target	FY2021 Actual	Number of Accidents	FY2022 Targets
SEPTA Station Accidents per 100,000 miles				
Heavy Rail (MFL)	1.59	2.77	46	2.80
Heavy Rail (BSL)	0.56	1.09	12	0.96
Heavy Rail (NHSL)	0.72	0.93	1	0.86
Light Rail	1.01	0.00	0	0.58
Commuter Rail	0.95	0.73	5	0.79

Source: SEPTA, 2022



## System Safety Events

The FTA and NTD define *safety events* as “a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or Other Safety Occurrence Not Otherwise Classified (OSONOC) occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.”

Table 37: Measure 3—Safety Events

NTD Mode	FY2021 Target	FY2021 Actual	FY2022 Target
BU: Bus	595	396	471
TB: Trolley Bus	13	13	11
HR: Heavy Rail	132	143	128
SR: Light Rail Vehicle	104	101	91
CR: Commuter Rail	3	6	3

Source: SEPTA, 2022

Table 38: Measure 4—System Reliability

NTD Mode	FY2021 Target	FY2021 Actual	Number of Failures	FY2022 Target
HR: Heavy Rail (MFL)	85,000	121,827	49	85,000
HR: Heavy Rail (BSL)	130,000	139,280	32	130,000
HR: Heavy Rail (NHSL)	35,000	28,224	20	35,000
SR: Light Rail Vehicle (City Trolley)	8,000	19,154	84	8,000
SR: Light Rail Vehicle (MSHL)	20,000	22,707	12	20,000
CR: Commuter Rail	30,000	No Data*	No Data*	30,000

Source: SEPTA, 2022

**Note:** System Reliability targets are set by the Operations Department.

\*Due to a malware attack that impacted SEPTA’s Vehicle Maintenance Information System and access to network files, SEPTA commuter rail operations staff was not able to accurately track mean distance between failures (MDBF) for FY2021. The systems are back online, and SEPTA is tracking FY2022 MDBF for all modes.

## Capital Mitigation Measures

SEPTA has developed and implemented various safety programs, rules, and standard operating procedures. In addition to these administrative controls, SEPTA develops engineering controls or eliminates these risks by investing capital funds in various projects. The projects will maintain SEPTA's state of good repair and reduce risks, improve safety, and help achieve safety performance target goals. Under SEPTA's FY2022 Capital Program, the Authority is committing \$50 million toward Communication and Signal System Improvements, \$52 million toward Infrastructure Safety Renewal Programs, \$18.49 million toward Safety and Security Improvements, \$159.72 million toward vehicle acquisition and overhauls, and \$31.9 million toward projects of significance early action phases for Bus Network Redesign (Bus Revolution), Trolley Modernization, and rail vehicle acquisition projects. The following highlights several projects that will be implemented to help address each of the targets. For specific details on each of the referenced programs/projects, refer to SEPTA's Capital Program Report.

### Fatalities/Injuries and Safety Events

To reduce the number of fatalities, injuries, and safety events, SEPTA is implementing the following projects that will help reduce rail vehicle collisions, grade crossing events, trespassing, and pedestrian safety in and around their operating environments.

**Stations, Loops and Parking Improvements** (MPMS #77183, Transit and Regional Rail Station Program and MPMS #90497, Infrastructure Safety Renewal Program): The program provides for the construction, reconstruction, or rehabilitation of transit and Regional Rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. In FY2022, SEPTA is scheduled to progress the following projects.

- Ardmore Transportation Center (MPMS #73214);
- Conshohocken Station & Parking;
- 11th Street Station;
- A Rail Transit Global Wayfinding and Signage Project;
- Replacing and Adding New ADA Bridge Plates for Regional Rail and Transit Stations;
- Chestnut Hill East ADA Improvements;
- Swarthmore Station Design;
- Willow Grove Station Phase 1;
- Center City Concourse Phase 2 and 4; and
- Somerset Station Edge of Platform Safety Rail Pilot.

Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its parking needs and will finalize additional projects based on that evaluation.

**Signal System Safety Renewal Program** (MPMS #102571, Communications, Signals, and Technology Program): SEPTA will be modernizing various signal systems throughout their system, including a positive train control system on the Media-Sharon Hill Line (MSHL), modernizing their Broad Street Line signal system, advancing an Automatic Train Control signal design for the MFSE, and advancing a Communications Based Train Control signal design for the Subway/Surface Line. Interlockings were reconfigured at Bryn Mawr and Wynwood on the Norristown High Speed Line (NHSL) to enhance train movements. These signal system enhancements will provide the improved technology to reduce, if not eliminate, train incidents due to overspeed, close separation, and signal run-throughs.

**Track and Right-of-Way Safety Renewal Program** (MPMS #102565, Track Improvement Program): This program focuses on the renewal and replacement of track, switches, and special work, including yard and shop areas, track surfacing, culverts, bridges, and retaining walls. In FY2022 SEPTA will be working on the following sections of right-of-way:

- MFL Bridge St Yard;
- NHSL Ties and Continuous Welded Rail (CWR);
- Route 101/102 Yard Track;
- Route 101/102 – Hilltop Road;
- Route 102 – Spruce Street (adding second track);
- Route 102 – Broad Street (adding second track);
- Route 102 – Walnut Street (adding second track);
- City Street Track Replacement at 41st and Filbert, Curve Renewal at 59th and Callowhill, Tangent Track Renewal from Callowhill to Girard, Callowhill from 58th to 60th and Girard, including curve. The Street Track will also include Route 15, Tangent Track Renewal on Girard Avenue from 26th to 33rd, and from 34th to 38th; and
- Regional Rail – Bishop Avenue.

**Elevator Escalator Improvements** (MPMS #107011, Safety and Security Improvements): SEPTA has a program to modernize and upgrade escalators and elevators throughout the system to maintain safe transport and ADA compliance for customers. In FY2022, SEPTA will be working on the design phase of the following units:

Replacement of five escalators. One escalator at each station:

1. BSS Olney Station;
2. BSS C.B. Moore Station;
3. BSS City Hall Station;
4. MFSE Spring Garden Station; and
5. MSFE 13th Street Station.

Overhaul/Modernization of eight elevators. Two elevators at each station:

1. MFSE Tioga Station;
2. MFSE Girard Station;;
3. MFSE Erie-Torresdale Station; and
4. MFSE 69th Street Station.

SEPTA is currently in construction for improvements to the MFSE Allegheny elevators. MFSE Somerset elevators have been completed. The next elevator improvement project will be at MFSE Huntingdon Station.

**SEPTA's Grade Crossing Enhancement Program** (MPMS #107011, Safety and Security Improvements): This program incorporates upgrades to various grade crossings to help mitigate grade crossing events involving private, over-the-road vehicles and pedestrians. In FY2022, SEPTA completed the installation of quad gates at Ford Street on the Norristown Line and bids were awarded for Oak Street; Main Street; and 2nd, 3rd, Walnut, and Beaver Streets. SEPTA is also submitting a grant that would fund improvements at Bellevue and Woodbourne on the West Trenton Line and Union Avenue on the Media Line.

**Fern Rock Transportation Center Security upgrades** (MPMS #107011, Safety and Security Improvements): This project will address trespassing issues and security improvements around the Fern Rock Transportation Center. The work includes a grade-separated pedestrian crossover, platform repairs, and elevator upgrades on the railroad platform, as well as security fencing, lighting, and closed-circuit television (CCTV) upgrades to the Fern Rock Subway rail yard.

**System Wide Security:** Through the U.S. Department of Homeland Security, the Transit Security Grant Program provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded CCTV cameras on vehicles; multijurisdictional counter-terrorism emergency simulation drills on various transit modes; directing of SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; SORT and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability system; maintenance of a computer-aided dispatch and records management system for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility.

**Revenue Fleet Collision Avoidance Technology Pilots:** Collision avoidance system technology is evolving, and there are systems now available to the public transit industry that can help reduce the human factor component to vehicle accidents. SEPTA is testing two separate collision avoidance systems. One pilot project will retrofit four light rail trolleys with a collision avoidance system and one pilot project will retrofit two buses. The results of these pilot programs will help SEPTA determine if the available technology is effective and reliable enough to pursue on a fleetwide basis.

### System Reliability

To ensure safe, efficient, and reliable service to riders, it is paramount that system infrastructure and revenue fleet equipment remain reliable and minimize failures that can cause SEPTA to suspend or significantly delay service. The following programs will be implemented to help maintain system reliability:

**Track and Right-of-Way Renewal Program** **Track and Right-of-Way Safety Renewal Program** (MPMS #102565, Track Improvement Program): This program focuses on the renewal and replacement of track switches and special work, including yard and shop areas, track surfacing, culverts, bridges, and retaining walls. In FY2022, SEPTA will be working on the following sections of right-of-way.

- CTD MFL Bridge St Yard – Two Storage Tracks;
- STD NHSL Ties and CWR;
- STD Route 101/102 Yard Track;
- STD Route 102 – Grade Crossing Renewal at Chestnut Street (MP 4.59);

- STD Route 102 – Grade Crossing Renewal at Bartram Avenue (MP 4.65);
- STD Route 101 – Grade Crossing Renewal at Rosemont Street (MP 2.24); and
- CTD Embedded track replacement at 41st and Filbert, Tangent Track renewal on 42nd Street from Spruce to Woodland, and 40th Street from Market to Spruce. The Street Track will also include Route 13, Chester Avenue, from Cobbs Creek Avenue to Church Lane.
  - RRD – NOR Grade Crossing Renewal at School House Lane (MP 5.90); and
  - RRD – NOR Grade Crossing Renewal at Main Street (MP 17.75).

**Vehicle Acquisitions and Overhauls** (MPMS #60638, Regional Rail Car and Locomotive Acquisitions; MPMS #90512, SEPTA Bus Purchase Program; MPMS #60582, Vehicle Overhaul Program): Under this program, SEPTA's vehicle fleets are overhauled on a planned schedule to maintain a quality, reliable fleet throughout the vehicles' service life. The program also provides for the replacement of vehicles and equipment that have exceeded their useful life and for fleet expansion to meet present and projected increases in ridership demands. The vehicle acquisition includes the purchase of 220 new 40-foot Hybrid Buses and 45 Multi-Level Regional Rail Cars. In FY2022 SEPTA will overhaul the following number of vehicles in the respective fleets:

- Bus – 60-foot articulated (44); 40-foot vehicles (28);
- BSL – 23 cars;
- MFL – 28 cars;
- NHSL – 5 cars;
- SE LRVs – 15 trolleys;
- DE LRVs – 19 trolleys;
- PCC II – 4 trolleys;
- SL IV – 30 cars; and
- SL V – 12 cars.

In addition to these VOH fleet numbers, the rail fleet conducts subcomponent overhauls for additional cars in the fleet. These subcomponents include, but are not limited to, HVAC systems, traction motors, control boxes, software upgrades, and pantographs.

**Rail Vehicle Replacement Program** (MPMS #60638, Regional Rail Car and Locomotive Acquisitions): This project provides initial investments necessary to begin procuring replacements for the following rail vehicle fleets:

- Silverliner IV Regional Rail cars; and
- MFSE railcars (including vehicle specifications), signal system and infrastructure improvements to enhance operational efficiency. This program also includes MFSE rail line enhancements to allow SEPTA to perform analysis and conceptual design of strategic rail service improvement initiatives in advance of new rail vehicles.

**Trolley Modernization** (MPMS #115472, Projects of Significance): The goals of the Trolley Modernization program are: a system in full compliance with the ADA; a safe and improved customer experience; and providing faster, higher-capacity service. Specific activities to be addressed include property acquisition for the new trolley car facility/facilities; bridge enhancements to support the new trolley cars; the Trolley Tunnel State of Good Repair Program; coordination with utilities and the City of Philadelphia; development of modern trolley station design standards and identification of locations, based on public input and community engagement; Preliminary Engineering and program management for the overall project; and acquisition of ADA Accessible trolleys.

**Rehabilitation of Power Systems and Substations** (MPMS #60651, Substations and Power Improvements):

This program provides for the design, rehabilitation, and construction of electric traction substations, power systems, and associated components, including catenary and support structures, feeders, transmission lines, and localized and centralized control facilities. The program also includes the procurement of long lead equipment, such as auto transformers and circuit breakers that are required for the substation construction projects. In FY2022 SEPTA will be working on the following power systems:

- 30th Street West Catenary Replacement;
- Trolley Tunnel Overhead Replacement;
- Lansdale Substation;
- Hatboro Substation;
- 12th St Switching Station; and
- Portal Switching Station.

**Wheel Truing Machine Rebuilds** (MPMS #102569, Maintenance and Transportation Facilities): This program includes reconditioning and rebuilding wheel truing machines that have exceeded their useful life. This critical equipment maintains the rail fleet wheels, keeping the fleet safe and available for service. When rail wheels cannot be trued, the fleet may need to be held out of service and not available for revenue service.

**Sharon Hill Line Flood Mitigation Project** (MPMS #107011, Safety and Security Improvements): This project will provide relief from flooding on the Route 102 Sharon Hill Trolley Line by constructing a pumped drainage system where the trolley crosses under a freight railroad bridge at milepost 5.30 in Delaware County. This frequently flooded underpass forces SEPTA to rely on a bus substitution program to detour service around the high-water area more than a dozen times each year.

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## CHAPTER 5:

# Public Involvement

DVRPC firmly believes in public participation and reaches out to as many people as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, the private sector, special-interest groups, older adults, educators and parents, public officials, the mentally and physically disabled, and economically disadvantaged populations. Although 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 FY2023 TIP for Pennsylvania opened on May 27, 2022, at 5:00 PM (local time), and closed on June 28, 2022, at 5:00 PM (local time). An online open house was held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2023 TIP:

**Thursday, June 16, 2022**

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

Registration: [dvrpc.zoom.us/webinar/register/WN\\_tTahy33TTBmlocE1\\_hLIYQ](https://dvrpc.zoom.us/webinar/register/WN_tTahy33TTBmlocE1_hLIYQ)

Call-in information: 646-558-8656; Webinar ID: 829 3847 2423; Password: BwKp5Lnj

Although participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smartphones 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 meeting 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" button to make general and project-specific comments. DVRPC staff then gathered 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 email to [tip@dvrpc.org](mailto:tip@dvrpc.org), by fax (215-592-9125), 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**

Comments received via mail must have been postmarked by June 28, 2022. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-238-2929 or [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org). DVRPC frequently employed social media ([Facebook](#), [Twitter](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 1: "Libraries Displaying the DVRPC FY2023 TIP for Pennsylvania."

## 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 IIJA/BIL?
- For example, does the TIP contain the appropriate mix of projects with regard to (1) the amount of investment in highway projects versus the amount in transit projects; or (2) 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 securing a place on the TIP in a future update. Additionally, a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision making. Below are a few suggestions adapted from "Tips for Submitting Effective Comments" from [Regulations.gov](https://www.regulations.gov) for crafting effective public comments.

## Tips for Crafting Effective Public Comments

- Read the description and understand the project you are commenting on. Is the project a study, operational improvement, enhancing a parking lot/bus stop, or creating a multiuse trail? What are its intended effects? For example, an operational improvement project, such as signal retiming, may not

be able to add another travel lane within its scope, but safety components like signage could be added to many kinds of projects.

- Be concise. Support your claims with sound reasoning, documented evidence, and/or how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your comment?
- Try to address trade-offs and opposing views.
- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.

The public comment process is not a vote. One comment that is well supported with facts and local knowledge can be more influential than a hundred comments that are not. DVRPC and its planning partners want to fund the best projects for the region within financial constraints; when crafting a comment, it is important to explain the reasoning.

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## Mapping Application and Listings Overview

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

As with the previous FY2021 TIP, the FY2023 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.

As with the previous TIP update, the TIP Web Search Tool has been enhanced. It is more user friendly and is able to be used on mobile devices. Just like the current 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 web page, [www.dvrpc.org/Mapping/Data](http://www.dvrpc.org/Mapping/Data). This web page also contains links to DVRPC’s GIS Portal, interactive maps, and a map gallery, in addition to other data resources. The GIS Portal contains boundaries, demographic, planning, and transportation data, which is helpful for obtaining data that provides context for the TIP.

### DVRPC Regional Highway and Transit Project Listings

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

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

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, IPD rating, and a variety of other information. See the “Project Roadmap” found on page 113, for a detailed explanation of all the information contained in a project listing.

All projects within the four years of the TIP period (FY23–FY26) 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 LFY27–LFY34. This 12-year constrained programming horizon is illustrated in the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.





## CHAPTER 7:

# Codes and Abbreviations Overview

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

## Air Quality Codes

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

For non-exempt projects, the first conformity “analysis year” following the project’s opening or projected completion is listed: 2025, 2030, 2035, 2045, or 2050. 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 39: 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 39: and Table 40: 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 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 (FY2021–FY2024) and assist in establishing the origin of these projects.

Table 39: AQ 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 capacity changes	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, 2022

Table 40: Air Quality Analysis Years for DVRPC Non-Exempt Projects

Non-Exempt Project Category		AQ Code
<b>PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL</b>	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years.	2025M
	Regionally Significant, non-exempt projects included in the 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years.	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2045M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M

Source: DVRPC, 2022

Notes on Table 39: and Table 40:

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 FY2023 TIP.

## Planning Center Notation

The Greater Philadelphia region is a mosaic of 350 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 2050*. Those seven areas are Metropolitan Center (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 uses 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 areas, 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.

## IPD

DVRPC uses the IPD methodology to comply with Title VI of the Civil Rights Act and follow the guidance of the EJ mandate by mapping communities of concern under federal guidance and comparing this location-based information to the allocation of the Commission's plans, programs, and planning process. The population groups assessed at the census tract level include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology uses ACS data to find the concentration of each of the nine IPD population groups listed above and within the TIP, and uses this information to analyze the distribution of FY2023 mappable projects. The distribution of projects may indicate if communities of concern are experiencing disproportionate impact or possibly being excluded from benefits of TIP projects. This information is shared during the project selection process and displayed in this report.

The IPD analysis methodology also generates a score for each census tract for each individual indicator and a summary score for all nine indicators to compare the allocation of projects within the FY2023 projects. The score calculation is determined by standard deviations relative to an indicator's regional average. The data for each of the indicators in the IPD analysis are split into five bins with an associated score: 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). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest defined by Title VI and EJ. (See Figure 5: in Chapter 3: “Responding to Environmental Justice and Title VI Concerns”). 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 for 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 cases represent the borrowing of future federal funds.

**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.

**BRIP (Bridge Improvement Program)**—Provides funding for the replacement, rehabilitation, preservation, protection, or construction of highway bridges over 20 feet in length.

**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 the FHWA to the FTA, in support of a transit or highway project.

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

**INFRA (Infrastructure for Rebuilding America)**—A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program, which was newly authorized under the FAST Act, and continued under the IIJA/BIL. The INFRA program is a 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.

**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 and include workforce development and training, construction of bridges, tunnels, highways, and bicycle and pedestrian facilities, and ITS capital improvements as examples. This funding source is used on projects in the IMP.

**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, as examples.

**RAISE (Rebuilding American Infrastructure with Sustainability and Equity)** — Replaces the pre-existing Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See [www.transportation.gov/RAISEgrants](https://www.transportation.gov/RAISEgrants) for more details.

**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 CPDM. These infrastructure-related safety projects must implement focus areas from the current Pennsylvania SHSP 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 NHPP 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 the 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 populations over 200,000. Previously known as Surface Transportation Program Urban Allocation.

**SXF**—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, SAFETEA-LU, and the IIJA/BIL or subsequent appropriations.

**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.

## 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 IMP.

**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 this grant funding 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 Financing Authority (CFA).

**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)**—A total of \$25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the office of the deputy secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs.

**581-IM (Appropriation 581)**—State funding that can be applied to highway projects in the IMP.

**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 in state funds 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

**ARPA (American Rescue Plan Act)**—The American Rescue Plan Act of 2021 has allocated funding to Pennsylvania counties, metropolitan cities, and local government units to support COVID-19 response efforts, replace lost revenue, support economic stabilization for households and businesses, and address systemic public health and economic challenges.

**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 the FHWA to the 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.

**RAISE (Rebuilding American Infrastructure with Sustainability and Equity)**—Replaces the pre-existing Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) for more details.

**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)**—The 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 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, State of Good Repair Grants are eligible for developing and implementing Transit Asset Management (TAM) 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-emissions transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low- or no-emissions transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

## 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 like 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 11: 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 101 for further explanation.

**DVRPC FY2023-2026 TIP for PA**

Pennsylvania - Highway Program (Status: TIP)

**Bucks**

MPMS# 78516 **Bridge Replacement Brownsville Road**

LIMITS: Brownsville Road over Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: EEJ. Arena

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.

**Draft Version**

Project Title

State Route, if applicable

Est Let Date: 1/28/2021

NHPP:

FC: 17

MRPID: 34

AQ Code: S19

IPD: 16

CMP Subcorridor(s): 5I

CMP: Not SOV Capacity Adding

Indicates that a project is identified as a MRP 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.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
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	
		<b>Total FY2021-2024</b>			6,896	<b>Total FY2025-2028</b>				0	<b>Total FY2029-2032</b>			0

Fund type for each phase; see pages 105 to 112 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 104 for discussion.

Funds are in Thousands (\$).

"Y" indicates the project is eligible for federal NHPP funding

CMP codes; see page 104 for explanation.

Highest IPD for EJ; see page 104 for discussion.

AQ code; see pages 101 for explanations

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see page 103 for discussion.

Source: DVRPC, 2022

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Blank Page for Competitive Programs Tab



## 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 they 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

**CMAQ** funding was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. 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 travel 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 requires that MPOs, such as DVRPC, and state DOTs consider cost effectiveness when selecting CMAQ-funded projects.

The FY2023 TIP includes a number of CMAQ-funded projects. Many are carryover projects from years prior to IIJA/BIL legislation, some were selected through the traditional TIP update selection process, and others were selected via a Competitive CMAQ Program. Following the FHWA's guidance from MAP-21, DVRPC sets aside a specific amount of CMAQ funds for an open, regional competitive program. The majority of CMAQ-funded projects in the FY2023 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 three 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 Selection Subcommittee of the RTC 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 in 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 IIJA/BIL legislation. It is an additional goal of the program to fund a diverse set of multimodal 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 multimodal 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** 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 non-profit organizations. Since 2011 a total of 120 projects have been awarded in the amount of \$22 million. 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 schools, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility. The IIJA/BIL apportions \$7,932,000 in FY2023, \$8,097,000 in FY2024, \$8,266,000 in FY2025, and \$8,438,000 in FY2026 and every year after that, directly to the DVRPC region for use in selecting projects on a competitive basis (see MPMS #64984). On January 27, 2022, the DVRPC Board approved the most recent round of the Regional Transportation Set-Aside projects by approving the selection of 10 projects worth \$7,945,000 in Transportation Alternatives funding. Another competitive round is expected to be announced in calendar year 2023. Potential applicants should be formulating project 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 or greater in length that repair or replace structurally deficient bridges using PennDOT's retroactive 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. For the FY2023 TIP, the region is setting aside \$20 million for a new selection round. Project applicants should be formulating project ideas now. New guidance and eligibility requirements will be forthcoming. 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 FY2002 to FY2021, DVRPC has distributed over \$12,516,000 to the DVRPC Pennsylvania region for TCDI planning grants. The application window for the FY2023 program was open from February 1, 2022, to April 27, 2022. 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 million. The commonwealth has created two separate competitive grant programs to administer MTF awards:

- PennDOT's FY22-FY23 MTF application window has closed. A list of awards for the 2021–2022 funding round, and the list of 2022–2023 PennDOT MTF Applications, can be found on PennDOT's Multimodal Transportation website: [www.penndot.gov/ProjectAndPrograms/MultimodalProgram/](http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/).
- DCED, on behalf of the CFA, accepts MTF applications between March 1 and July 31 of each year. See Guidance and Application Materials on the DCED website: [dced.pa.gov/programs/multimodal-transportation-fund/](http://dced.pa.gov/programs/multimodal-transportation-fund/).

**Automated Red-Light Enforcement (ARLE)** 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, Montgomery County. PennDOT distributes the funds collected from fines via a grant program specifically designated for transportation safety improvements. As of December 2021, the DVRPC region has been awarded a total of \$73,829,000 out of a statewide distribution of \$116,087,000, or 63.6 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 in 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 schools, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility. The IIJA/BIL made available \$28,766,000 TASA funds in FY2023, \$29,366,000 in FY2024, \$29,979,000 in FY2025, and \$30,604,000 in FY2026 and thereafter, directly to Pennsylvania for use in selecting projects on a competitive basis. The most recent competitive selection round, totaling \$54,100,000 of statewide TASA funding, occurred in the spring of 2022. The DVRPC region was awarded 17 projects totaling approximately \$13,733,000. Another competitive round is expected to be announced in calendar year 2023. Potential applicants should be formulating project ideas now. For more information, see [www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx](http://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx)



Table 41: 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	Multimodal Access to New Britain Train Station	New Britain Borough	Traffic Flow, Bicycle, and Pedestrian Improvements	\$169,600
Chester	96240	Park Road Trail	Upper Uwchlan 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 Ave. Special Services District	Traffic Flow Improvements	\$800,000
Philadelphia	96222	Enhanced Bike Facility Connection between Gray's Ferry and Bartram's	Mayor's Office of Transportation and Utilities (MOTU)	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, 2022

Table 42: 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 -Route 3	Haverford Township	Traffic Flow Improvements	\$560,000
	107634	Pedestrian Enhancements	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 Canceled
Philadelphia	107654	Advancing CNG in Philadelphia	Philadelphia (OTIS)	Alternative Fuel	\$2,000,000
	107637	Ramping up to Rapid Transit on Roosevelt Blvd.	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, 2022

Table 43: 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, 2022

Table 44: Phase 1 Selected Projects for the DVRPC Regional Trails Program (2011)

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	Pennsylvania Dept. of Conservation and Natural Resources (DCNR)	CON - Phase 1, Survey - Phase 2	\$500,000
Bucks	Neshaminy Creek Greenway (Phase I)	Doylestown Township	CON	\$130,148
	US Route 13 Crossing	Pennsylvania 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 3	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 Dept. of Parks & Recreation	CON	\$500,000
	Schuylkill South	Philadelphia Dept. of Parks & Recreation	Acquisition for future extension 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, 2022

Table 45: Phase 2 Selected Projects for the DVRPC Regional Trails Program (2012)

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 Dept. of 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, 2022

Table 46: Phase 3 Selected Projects for the DVRPC Regional Trails Program (2013)

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 Transportation Management Association	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 MOTU	DES	\$60,000
Philadelphia	Tacony/Holmesburg Gap Waterfront Trail Design and Engineering	Delaware River City Corporation	DES	\$300,000
	Cobbs Creek Connector Trail	Philadelphia Dept. of Parks and Recreation	DES & CON	\$275,000
<b>Total</b>				<b>\$3,988,608</b>

Source: DVRPC, 2022

Table 47: Phase 4 Selected Projects for the DVRPC Regional Trails Program (2015 and 2016)

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 48: Phase 5 Selected Projects for the DVRPC Regional Trails Program (2017 and 2018)

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 Dept. of Parks and Recreation	DES	\$50,000
<b>Total</b>				<b>\$2,210,463</b>

Source: DVRPC, 2022



Table 49: Phase 6 Selected Projects for the DVRPC Regional Trails Program (2018)

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

Source: DVRPC, 2020

Table 50: Phase 7 Selected Projects for the DVRPC Regional Trails Program (2019)

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, 2022

Table 50: Phase 7 Selected Projects for the DVRPC Regional Trails Program (2019) (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 Dept. of Parks and Recreation	CON	\$250,000
	Parkside Cynwyd Trail	Philadelphia Dept. of 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, 2022

Table 51: Phase 8 Selected Projects for the DVRPC Regional Trails Program (2021)

County	Project Title	Sponsor	Phase	Award Amount
Berks	Schuylkill River Trail - Birdsboro and Robeson Township Study	Schuylkill River Greenway National Heritage Area	Study	\$18,000
Bucks	Bristol Greenway	Bristol Township	Study	\$50,000
	Neshaminy Greenway Trail	New Britain Township	DES and CON	\$140,000
	Newtown Rail Trail – Bristol Road to the Churchville Nature Center	Bucks County	DES	\$238,800
Burlington	Rancocas Creek Greenway – Laurel Run	Burlington County	DES	\$225,000
Camden	Camden County Link Bike/Ped Bridge Over NJ 130	Camden County	DES	\$300,000
	Cramer Hill Waterfront Park Trail Connector	Cooper's Ferry Partnership	Acquisition and DES	\$128,334
Chester	Chester Valley Trail – Enola Low Grade Segment	Chester County	DES	\$240,000
Delaware	Darby Creek Trail – Southern Extension 1	Haverford Township	CON	\$300,000
	West 2nd Street – Chester Waterfront Trail	Riverfront Alliance of Delaware County	DES	\$255,645
Mercer	Union Transportation Trail Extension	East Windsor Township	DES	\$227,888
Montgomery	Cross County Trail	Montgomery County	Study	\$120,000
Philadelphia	Lower Schuylkill River Trail – Bartram's to Passyunk Phase II	Schuylkill River Development Corporation	Study	\$100,000
	Wissahickon Gateway Trail	City of Philadelphia	DES	\$300,000
<b>Total</b>				<b>\$2,643,667</b>

Source: DVRPC, 2022

Table 52: 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, 2022

Table 53: 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	Cheltenham-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, 2022

Table 54: 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
Regionwide	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, 2022

Table 55: TASA Projects Selected for Regional Funding by DVRPC Board on January 27, 2022

County	MPMS #	Project Title	Amount
Bucks	117953	Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center	\$650,000
	117971	Route 332 & Tyler Park Connection	\$825,000
Chester	117969	Toughkenamon Streetscape Improvements	\$965,000
	117970	Moores Road Sidewalk	\$500,000
Delaware	117957	Highland Avenue Complete Streets	\$1,135,000
	117972	Smedley Connector Trail – Phase 1	\$450,000
Montgomery	117961	Main St. East to Ruth Road Sidewalk Connections	\$985,000
	117965	Liberty Bell Trail – Phase 3	\$600,000
Philadelphia	111496	Franklin Square Pedestrian Access Phase 2	\$850,000
	117966	Overbrook Educational Center Slow Zone	\$985,000
<b>Total</b>			<b>\$7,945,000</b>

Source: DVRPC, 2022

Table 56: 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>

Table 56: 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, 2022

Table 57: 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, 2022

Table 58: 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, 2022



Table 59: 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, 2022

Table 60: 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, 2022

Table 61: 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, 2022

Table 62: 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, 2022

Table 63: 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>

(cont.)

Table 63: 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, 2022

Table 64: 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, 2022

Table 65: 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 Improvements	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, 2022



Table 66: Round 11 of ARLE (2020 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	116045	Bristol Township Signal Replacement	2020	CON	\$199,315
<b>Bucks Total</b>					<b>\$199,315</b>
Montgomery	116052	Hatboro Pedestrian Crossings	2020	CON	\$74,028
	116051	Hatfield Township Signal Alignment	2020	CON	\$300,000
	116044	Trappe Pedestrian Safety Improvements	2020	CON	\$607,314
	116046	Upper Moreland Twp Traffic Signals Upgrade	2020	CON	\$288,750
<b>Montgomery Total</b>					<b>\$970,392</b>
Philadelphia	116047, 116048, 116049, 116050	(BGE) Transportation Safety Project; High Quality Bicycle Network; Citywide Neighborhood Slow Zones; and Citywide Intersection Modifications	2020	CON	\$4,000,000
<b>Philadelphia Total</b>					<b>\$4,000,000</b>
<b>Total Funds Awarded in Round 11 of ARLE</b>					<b>\$1,173,707</b>

Source: DVRPC, 2022

Table 67: Round 12 of ARLE (2021 ARLE Funds)

County	MPMS #	Project Title	Announced Year	Phase	Amount
Bucks	117964	Intersection Safety Improvements Project	2021	CON	\$756,881
Bucks Total					\$756,881
Delaware	117917	Pedestrian Safety Improvements at West Providence Road	2021	CON	\$107,370
Delaware Total					\$107,370
Montgomery	117850	Bethlehem Pk/Skipack Pk/Camp Hill Rd Safety Improvements	2021	CON	\$453,705
	117853	Township Line Rd-Main Stand Tenth St-Private Driveway APS Pedestrian Signal Improvements	2021	CON	\$37,289
	117950	Upper Hanover Traffic Signal Modernization	2021	CON	\$494,600
	117857	York Road and Summit Avenue Pedestrian Crossing Improvements	2021	CON	\$83,550
Montgomery Total					\$1,069,144
Philadelphia	117875	Bike Network Curb Separation	2021	CON	\$1,500,000
	117867	Bus Boarding Islands	2021	CON	\$1,500,000
	117870	Corridor ITS and Emergency Preemption	2021	CON	\$500,000
	117906	Intersection Transit Safety Improvements	2021	CON	\$1,500,000
	117868	Priority Corridor Safety Improvements	2021	CON	\$1,500,000
Philadelphia Total					\$6,500,000
Total Funds Awarded in Round 10 of ARLE					\$8,433,395

Source: DVRPC, 2022

Table 68: 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 one rail/highway grade crossing, and replace 2,500 ties on the Perkiomen Line. In addition, surface 20,000 track feet, install 2,800 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 James J. Anderson'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

(cont.)

Table 68: 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 respoke existing ties, upgrade existing asphalt paving, install rail, ties, switch timbers, bolts, and ballast	\$278,705
Arcelor Mittal Plate, LLC	Moderna Railroad Bridge	Bridge rehabilitation and track replacement	\$2,800,000
Kinder Morgan Bulk Terminal	Keystone Industrial Port Complex Expansion Project	Construct 6,600 feet of track with three 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 seven rail track switches and install new 115 pound or larger switches, install 800 cross ties, and resurface track	\$613,682

Table 68: 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, 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 ties 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 four turnouts at Arcelor Mittal Plate's Coatesville plant, including track realignment 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

(cont.)

Table 68: 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 equipment on four Pennsylvania Northeast Railroad locomotives	\$700,000
Mittal Steel USA Railways, Inc.		Rehabilitate 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 two 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 multilevel auto rack traffic to/from the Port of Philadelphia	\$14,400,000
Funding Year 2020–2021			
Project Sponsor	Project Title	Project Description	Award Amount
Bucks County Railroad Preservation & Restoration Corporation		Installation of four turnouts, replacement of approximately 800 feet of rail and ties, and construction of 800 feet of new track	\$490,000
East Penn Railroad		Rehabilitation of the Octoraro Branch by replacing approximately 7,000 ties, 1,100 feet of rail, 3 mainline switches, and 10 miles of surfacing	\$700,000
International Paper Company		Construction of approximately 500 feet of new track to International Paper Company's plant and rehabilitation of 1,200 feet of track with new ties and ballast	\$371,000
CSX Transportation		Rehabilitation of CSX Transportation's railroad bridge over Washington Avenue and removal of an inactive spur bridge along the 25 <sup>th</sup> Street Viaduct	\$6,000,000
Total			\$42,062,295

Source: DVRPC, 2022

Table 69: 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 Imps.	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 Improvements	Penndel Borough	\$500,000
	Randall Avenue Bridge Improvements	Bristol Township	\$975,000
	New Britain Road Multi-use Trail	Doylestown Township	\$686,000
	Old Easton Road & Route 611 Pedestrian Improvements	Plumstead Township	\$450,000
	North Main Street Sidewalk - Phase III	Yardley Borough	\$573,689
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 Imps.	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

(cont.)

Table: 69 CFA/DCED MTF Awards (cont.)

County	Project Title	Applicant	Award
Chester	Kennett Area Multimodal Network	Kennett Township	\$500,000
	Baltimore Pike and Newark Road Intersection Imps	New Garden 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
	Kennett Greenway Connectors – Birch Street and Magnolia Underpass	Borough of Kennett Square	\$1,471,685
	Phoenixville Pike and Sidley Road/Yellow Springs Road Intersection	Charlestown Township	\$699,307
	Schuylkill Road Pedestrian Improvement Project - Phase 2	East Pikeland Township	\$395,028
	Marshallton-Thorndale/Poorhouse Roundabout	West Bradford Township	\$1,000,000
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	Haverford Township	\$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



Table: 69 CFA/DCED MTF Awards (cont.)

County	Project Title	Applicant	Award
Delaware	Wayfinding System	Media Borough	\$372,419
	North Wayne Avenue and Eagle Road Pedestrian Improvements	Radnor Township	\$250,000
	Chester Pike Bus Shelter Rehabilitation	Sharon Hill Borough	\$315,315
	West Sproul Road Intersection Improvements Project	Springfield Township	\$283,136
	Darby Road Streetscape Improvements – Phase II	Haverford Township	\$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 Imps.	Haverford Township	\$503,301
	Chichester Avenue Streetscape Improvements	Upper Chichester Township	\$675,000
	Edgmont Township Transportation Improvements	Edgmont Lot B-1, LP	\$900,000
	Hillman Drive Multimodal Extension	Henderson Group Inc	\$910,536
	Walkable Wallingford - Providence Road Sidewalk - Phase III	Nether Providence Township	\$500,000
	Springfield Township State Road Safety Improvements	Springfield Township	\$1,369,090
	Cardington-Newtown Trail MTF - Upper Darby	Upper Darby Township	\$499,320
	Sidewalk and ADA Ramps Project	Yeadon Borough	\$188,751
Montgomery	Ensuring Safe Multimodal Transportation in Abington	Abington Memorial Hospital	\$51,730
	Old York (PA 611) & 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 Park West Transp. & Pedestrian Imps II & III	Cheltenham Township	\$350,000
	Elkins Park West Transp. & Pedestrian Imps. IIB	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 Imps.	Hatfield Township	\$280,000
	Horsham Road – Limekiln Pike Intersection Imps.	Horsham Township	\$1,000,000
	Sanatoga Interchange Improvements	Limerick Township	\$2,102,304

(cont.)

Table: 69 CFA/DCED MTF Awards (cont.)

County	Project Title	Applicant	Award
Montgomery	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 Ave/Pine Rd/Tomlinson Rd Int Imps	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 Improvements	Towamencin Township	\$825,000
	Plymouth-Whitemarsh H. S. Safe Routes 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
	Downtown Trappe Pedestrian Improvements Phase II	Borough of Trappe	\$423,833
	Whitehall Road Sidewalk	East Norriton Township	\$1,000,000
	York Road Sidewalk	Hatboro Borough	\$300,000
	Hatfield Borough Pedestrian Crossing Improvements	Hatfield Borough	\$228,321
	Welsh Road and Orvilla Road Intersection Improvements- Engineering Project	Hatfield Township	\$446,500
	Bala Cynwyd Area Pedestrian and Bicycle	Lower Merion Township	\$200,000
	SR 4004 (Park Ave), SR 4006 (Eagleville Rd), &	Lower Providence Township	\$1,750,000
	Riverfront at Royersford Trailway	Riverfront at Royersford, LLC	\$330,000
	Design of the Willow Grove PA Turnpike Interchange	Upper Moreland Township	\$1,650,000
	Dreibelbis Road, Route 113, and 2nd Avenue	Upper Providence Township	\$212,330
	Walton Road (SR 3012) and Stenton Avenue (SR	Whitpain Township	\$650,000

Table: 69 CFA/DCED 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., MOTU	\$799,585
	Philadelphia's Bike Share Program	City of Phila., MOTU	\$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

(cont.)

Table: 69 CFA/DCED MTF Awards (cont.)

County	Project Title	Applicant	Award
Philadelphia	Indego Bike Share for New Philadelphia Residents	City of Philadelphia, OTIS	\$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	City of Philadelphia, Streets Department	\$500,000
	Century Park at Park Towne Place	City of Philadelphia, Streets Department	\$848,485
	Vision Zero: Safer Streets Around Schools	City of Philadelphia, Streets Department	\$500,000
	Pennsylvania Avenue, Phase 2	City of Philadelphia, 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	Delaware River Waterfront Corporation	\$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	Schuylkill River Development Corporation	\$1,489,422
	Haverford Avenue Intersection Improvements	City of Philadelphia	\$600,000
	North Broad Street Amtrak Station	North Station District, LLC	\$750,000

Table: 69 CFA/DCED MTF Awards (cont.)

County	Project Title	Applicant	Award
Philadelphia	Tioga Marine Terminal Crane Upgrades	Philadelphia Regional Port Authority	\$2,250,000
	4151 Lancaster Avenue TOD Project	4151 Lancaster Avenue LLC	\$136,728
	3025 JFK Boulevard	Brandywine 3025 JFK LP	\$545,690
	Chestnut Hill College - Travelways Improvement Plan	Chestnut Hill College	\$1,200,000
	Broad, Germantown, and Erie Transportation Safety Project	City of Philadelphia	\$900,000
	Baggage Handling Tug Tunnel Rehabilitation, Ph II	City of Philadelphia, Department of Commerce, Division of Aviation	\$1,000,000
	Washington Avenue Connector Project - Phase 2	Delaware River Waterfront Corporation	\$900,000
	West Fairmount Park Transportation & Bicycle/Pedestrian Improvement Project: Engineering Design	Fairmount Park Conservancy	\$220,000
	Preserving Philadelphia's NE Industrial Waterfront through the 7777R State	Morris Iron & Steel Company, Inc.	\$1,000,000
	Singing Fountain Intersection Project	Passyunk Avenue Revitalization Corp	\$500,000
	Philadelphia's Bike Share Program	City of Philadelphia, OTIS	\$102,764
	Chestnut Hill Pedestrian Lighting Project	City of Philadelphia, Streets Department	\$225,000
	Stephen Girard Park Pedestrian Improvements	City of Philadelphia, Commerce Department	\$275,000
<b>Total</b>			<b>\$109,690,251</b>

Source: DVRPC, 2022

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## **Chapter 9: Project Listings**

Highway Projects for the Draft FY2023 TIP  
for Pennsylvania

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# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 12923 Bristol Road Extension SR:2025

LIMITS: US 202 to Park Avenue

Est Let Date: 12/12/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	478											
FD	STP	1,698											
ROW	TOLL												
ROW	STP					2,866							
UTL	STP						1,230						
UTL	581						307						
CON	STU						2,591						
CON	STP						3,280						
CON	STP							8,486					
CON	STP								14,493				
CON	STP									507			
		2,176	0	0	0	2,866	7,408	8,486	14,493	507	0	0	0
		Total FY2023-2026			2,176	Total FY2027-2030			33,253	Total FY2031-2034			507

# DVRPC FY2023-2026 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: 7/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,812										
CON	581			2,190									
CON	581				622								
		0	2,812	2,190	622	0	0	0	0	0	0	0	0
		Total FY2023-2026			5,624	Total FY2027-2030			0	Total FY2031-2034			0

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

LIMITS: Maple Avenue to Farmers Lane

Est Let Date: 4/16/2026

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	344											
FD	581	86											
UTL	STU				1,869								
UTL	581				467								
CON	STU				13,898								
CON	581				3,474								
		430	0	0	19,708	0	0	0	0	0	0	0	0
		Total FY2023-2026			20,138	Total FY2027-2030			0	Total FY2031-2034			0

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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: 6/8/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	BOF	57												
ROW	183	11												
ROW	LOC	3												
UTL	BOF	67												
UTL	183	13												
UTL	LOC	4												
CON	BOF		2,690											
CON	183		504											
CON	LOC		168											
		155	3,362	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		3,517		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 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: 3/16/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	BRIP	5,065											
		5,065	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,065		Total FY2027-2030				0			
										Total FY2031-2034			
										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: 3/14/2024

**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>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>	<u>FY2033</u>	<u>FY2034</u>
CON	NHPP	4,576											
CON	185	1,160											
CON	STU		699										
CON	185		159										
CON	STU			4,000									
CON	185			1,000									
		<b>5,736</b>	<b>858</b>	<b>5,000</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>Total FY2023-2026</b>		<b>11,594</b>		<b>Total FY2027-2030</b>		<b>0</b>		<b>Total FY2031-2034</b>		<b>0</b>	

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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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		2,400										
FD	581		600										
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030				0		Total FY2031-2034	
												0	

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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: 6/20/2024

**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

The proposed scope of work includes the reconstruction of N. Oxford Valley Road (SR 2029) as it approaches the Lincoln Highway (SR 2037) intersection from the north and south, in Falls and Middletown Townships, Bucks County, PA. Bristol-Oxford Valley Road (SR 2029) will be re-aligned to intersect N. Oxford Valley Road (SR 2053) to form a new signalized intersection across from the Oxford Point Shopping Center. The project limits extend along SR 2029 1,200 to the south of Lincoln Highway (SR 2037), and 750 to the north of Lincoln Highway (SR 2037). The project limits along SR 2053 begin at the new re-aligned intersection with SR 2029 and extend 383 to the south. The project limits along SR 2037 extend 1,017 to the west of SR 2029, and 930 to the east of SR 2029.

Improvements at the intersection of Oxford Valley Road (SR 2029) and Lincoln Highway (SR 2037) include widening of both roadways for dual left-turn lanes at all 4 (four) approaches to the intersection, and for a northbound right-turn lane. The project includes modification of curb radii and concrete islands, new curb, sidewalk, and ADA compliant curb ramps. The existing traffic signals and mast arms will be replaced, and new drainage structures such as inlets, manholes, and pipes will be installed throughout the project limits. Traffic signal improvements will include signal optimization, emergency pre-emption, and video detection. No structures are included with this project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	750											
UTL	STP				570								
UTL	581				143								
CON	TOLL												
CON	STU				1,967								
CON	STP				7,870								
		750	0	0	10,550	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,300		Total FY2027-2030		0		Total FY2031-2034		0	



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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS: Over Tinicum Creek

Est Let Date: 12/30/2021

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	185	100												
		100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			100	Total FY2027-2030				0	Total FY2031-2034			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: 12/16/2021

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	1,000											
CON	STP*		1,000										
		1,000	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Cornwells Heights Shuttle Bus Operations

No Let Date

**IMPROVEMENT** 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
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 FY2023-2026		1,322		Total FY2027-2030				Total FY2031-2034			
						0				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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX		230										
CON	TOLL												
CON	RRX			85									
		0	230	85	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		315		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS: Ferry Road to Broad Street

Est Let Date: 6/8/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	192											
ROW	581	48											
UTL	NHPP	339											
UTL	581	85											
CON	STP		485										
CON	NHPP		6,508										
CON	581		1,748										
CON	NHPP			6,993									
CON	581			1,748									
		664	8,741	8,741	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		18,146		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 64778 State Road SR:2002

LIMITS: Elm Street to Neshaminy Creek

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Bristol Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 12/12/2024

MRPID:248

AQ Code:S10

IPD: 14

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	2,461											
FD	581		2,130										
FD	581			2,022									
ROW	STU			2,172									
UTL	581			1,000									
UTL	581				1,367								
UTL	581					222							
CON	STU					13,073							
CON	STP					14,924							
CON	STU						779						
		2,461	2,130	5,194	1,367	28,219	779	0	0	0	0	0	0
		Total FY2023-2026		11,152		Total FY2027-2030		28,998		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Over Branch of Neshaminy Creek

Est Let Date: 10/24/2024

**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>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>	<u>FY2033</u>	<u>FY2034</u>
UTL	STP				121								
UTL	185				30								
CON	185				2,782								
		0	0	0	2,933	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,933		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS: Rosedale Rd in Milford Twp

Est Let Date: 3/16/2023

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

This project is in Bucks County, Milford Township, on Rosedale Road (SR 4059) over a Branch of Unami Creek. The project involves two bridges on Rosedale Road (SR 4059) that are approximately 350 -feet apart. The first bridge is a single span reinforced concrete slab structure with a span length of 13- feet (BARKY 7433). The second bridge is a single span reinforced concrete stringer/girder structure with a span length of 29-feet (BARKY 7434).

The project involves the removal and replacement of the first bridge (BRKEY 7433), rehabilitation or replacement of the second bridge (BARKY 7434), reconstruction of the approach roadways and the roadway between the two structures, drainage improvements as needed, and installation of new guide rail 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	<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>	<u>FY2033</u>	<u>FY2034</u>
FD	185	197											
ROW	185	101											
UTL	185	39											
CON	TOLL												
CON	BRIP		2,089										
		337	2,089	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,426		Total FY2027-2030				Total FY2031-2034			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 2/16/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	1,596											
		1,596	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,596		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 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: 7/30/2025

**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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	185				400								
CON	185				1,600								
CON	185					1,600							
CON	185					400							
CON	185						1,600						
CON	185						400						
CON	185							1,600					
CON	185							400					
		0	0	0	2,000	2,000	2,000	2,000	0	0	0	0	0
		Total FY2023-2026			2,000	Total FY2027-2030			6,000	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 84256 Old Street Rd/SEPTA

### LIMITS:

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bensalem Township; Lower Southampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Old Street Road over SEPTA West Trenton Bridge  
Bensalem and Lower Southampton Townships  
Structure may be rehabilitated or replaced.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	509											
FD	185	127											
ROW	STP		44										
ROW	185		11										
UTL	TOLL												
UTL	BRIP				93								
UTL	BRIP				371								
CON	TOLL												
CON	BRIP				742								
CON	BRIP				2,968								
		636	55	0	4,174	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,865		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 84258** *PA Avenue/ Delaware Canal*

**LIMITS:** Morrisville Borough, Bucks County

Est Let Date: 4/11/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Morrisville Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves the replacement of the Pennsylvania Avenue Bridge (SR 2073) over the Delaware Canal in Morrisville Borough, Bucks County, Pennsylvania. The existing crossing is a 68-foot long, two-lane, single-span structure with a concrete deck and bituminous wearing surface on multiple rolled steel I-beams with riveted cover plates that are supported by reinforced concrete abutments. The existing structure was built in 1930. This corridor of roadway is currently classified as an urban minor arterial.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	467											
FD	185	117											
ROW	TOLL												
ROW	BRIP		273										
UTL	TOLL												
UTL	BRIP		109										
CON	TOLL												
CON	BRIP		5,190										
		584	5,572	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,156		Total FY2027-2030				Total FY2031-2034			
									0				0

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

**LIMITS:**

Est Let Date: 6/4/2026

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	701											
ROW	185		326										
UTL	185		144										
CON	185						6,317						
		701	470	0	0	0	6,317	0	0	0	0	0	0
		Total FY2023-2026		1,171		Total FY2027-2030				Total FY2031-2034			
									6,317				0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS: Church Road to Tollgate Road

Actl Let Date: 8/29/2019

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:229

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Rock 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

LIMITS: SR 532 to SR 413

Est Let Date: 7/25/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581		492										
ROW	581			169									
UTL	581				138								
CON	STP					3,025							
		0	492	169	138	0	3,025	0	0	0	0	0	0
		Total FY2023-2026			799	Total FY2027-2030			3,025	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Solebury Township, Bucks County

No Let Date

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	250											
ROW	TOLL												
ROW	BRIP				69								
UTL	TOLL												
UTL	BRIP				69								
CON	TOLL												
CON	BRIP				1,384								
		250	0	0	1,522	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,772		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 90550** *Creamery Rd & Tohickon Cr (Bridge)*

New

**LIMITS:** North of Sweetbriar Rd over Tokickon Creek on Creamery Road.

Est Let Date: 1/9/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Bedminster Township

**FC:** 8

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Creamery Road and Tohickon Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization. Improvements also include associated roadway approach reconstruction, guiderail and drainage 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU			950									
ROW	185									250			
UTL	185									50			
CON	185									5,000			
		0	0	950	0	0	0	0	0	5,300	0	0	0
		Total FY2023-2026		950		Total FY2027-2030		0		Total FY2031-2034		5,300	

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Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

MPMS# 92641 Dublin Pk o/Morgan Creek

New

### LIMITS:

Est Let Date: 2/6/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Dublin Pike over Morgan 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	TOLL												
FD	BRIP	500											
ROW	BRIP							100					
UTL	BRIP							100					
CON	BRIP							382					
CON	BRIP									3,743			
		500	0	0	0	0	0	582	0	3,743	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			582	Total FY2031-2034			3,743

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Actl Let Date: 1/14/2021

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

MRPID:37

**MUNICIPALITIES:** Middletown Township; Bensalem Township

**FC:** 12; 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 18

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	24,173											
CON	STU*	4,327											
CON	NHPP*		3,000										
CON	NHPP*			18,500									
		28,500	3,000	18,500	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		50,000		Total FY2027-2030		0		Total FY2031-2034		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: 10/1/2026

**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.

\$72.811M out of an estimated \$154.688M (2021 CON estimate of \$111.75M YO'E'd to FY32) is programmed for construction beginning in FY32. The construction balance that is not shown in FY32-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	6,365											
ROW	581	1,591											
ROW	NHPP		6,365										
ROW	581		1,591										
UTL	STU		1,821										
UTL	NHPP		802										
UTL	581		656										
CON	STP									13,071			
CON	BRIP									9,161			
CON	581									14,841			
CON	NHPP											1,007	

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Bucks												
CON	STP										15,140	
CON	581										19,591	
CON	STP											
CON	581											
		7,956	11,235	0	0	0	0	0	0	0	37,073	35,738
		Total FY2023-2026		19,191		Total FY2027-2030		0		Total FY2031-2034		72,811

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

LIMITS:

Est Let Date: 3/2/2023

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	<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>	<u>FY2033</u>	<u>FY2034</u>												
CON	183	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2023-2026				0				Total FY2027-2030				0				Total FY2031-2034				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

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

Est Let Date: 2/2/2023

**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): 5I

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	431											
CON	NHPP		6,556										
CON	581		1,639										
CON	NHPP			6,556									
CON	581			1,639									
		431	8,195	8,195	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,821		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 102309** *PA 309 over Morgan Creek*

**New**

**LIMITS:**

Est Let Date: 7/10/2025

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Richland Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project involves rehabilitating or replacing the Bridge at PA 309 over Morgan 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		250										
FD	185									712			
ROW	185										346		
UTL	185										346		
CON	185										5,537		
		0	250	0	0	0	0	0	0	712	6,229	0	0
		Total FY2023-2026		250		Total FY2027-2030		0		Total FY2031-2034		6,941	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 102664 PA309 over Beaver Run (Bridge)

New

#### LIMITS:

Est Let Date: 7/10/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at PA309 over Beaver Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		250										
FD	185						148						
FD	185							452					
ROW	185							250					
UTL	185								250				
CON	185										4,000		
		0	250	0	0	0	148	702	250	0	4,000	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,100	Total FY2031-2034			4,000

MPMS# 104746 West Bridge Street over Tributary to Delaware River

New

#### LIMITS:

Est Let Date: 12/7/2028

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Falls Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at West Bridge Street over Tributary to Delaware River. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			0	Total FY2031-2034			0

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 107794** *Langhorne Yardley Road at Woodbourne Road and Bridgetown Pike Intersection Improvements SR:2033*

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

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:** Y

**MUNICIPALITIES:** Middletown Township

**FC:**

AQ Code:2035M

**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. The signal equipment will be replaced and modernized. For the T intersection of Langhorne-Yardley Road (SR 2049) & Bridgetown Pike (SR 2010), the improvements will include a roundabout.

This project had previously been listed under MPMS #57624.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	LOC	633											
ROW	STU	530											
UTL	STU	557											
CON	581		1,804										
CON	581			2,544									
CON	581				2,000								
CON	581					2,174							
		1,720	1,804	2,544	2,000	2,174	0	0	0	0	0	0	0
		Total FY2023-2026		8,068		Total FY2027-2030		2,174		Total FY2031-2034		0	

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Final Version

Pennsylvania - Highway Program (Status: TIP)

## Bucks

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

LIMITS:

Est Let Date: 10/5/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	TOLL													
ROW	sSTP	30												
UTL	TOLL													
UTL	sSTP	20												
CON	TOLL													
CON	sSTP		1,350											
		50	1,350	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,400		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Bristol Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

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

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	895											
FD	581		634										
ROW	581			68									
UTL	581					1,194							
CON	STP							5,067					
CON	STP								1,267				
		895	634	68	0	1,194	0	5,067	1,267	0	0	0	0
		Total FY2023-2026		1,597		Total FY2027-2030		7,528		Total FY2031-2034		0	

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

**LIMITS:**

Est Let Date: 11/2/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Northampton Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD: 14

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 13A

Provide intersection improvements at Jacksonville Road and Almshouse Road. This may include replacement of the intersection with a roundabout.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	56											
UTL	581	113											
CON	STP		3,278										
		169	3,278	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,447		Total FY2027-2030		0		Total FY2031-2034		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 110763 Cold Spring Crmry Rd over Branch Pine Run

New

#### LIMITS:

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Cold Spring Creamery Road over Branch Pine Run.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		116										
FD	185			179									
ROW	185				92								
UTL	185								25				
CON	185								1,500				
		0	116	179	92	0	0	0	1,525	0	0	0	0
Total FY2023-2026					387	Total FY2027-2030							
									1,525	Total FY2031-2034			
												0	

MPMS# 111024 Easton Road Roundabouts

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

Est Let Date: 1/26/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	sHSIP	95											
CON	sHSIP	1,374											
CON	sHSIP		1,000										
		1,469	1,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026					2,469	Total FY2027-2030							
									0	Total FY2031-2034			
												0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Shady Retreat and Burpee Roads

Est Let Date: 5/26/2022

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Doylestown Township

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	985											
		985	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		985		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111565** *Chapman Road Bridge over Pine Run*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Doylestown Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** L. Guarini

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chapman Road Bridge over Pine Run. Design is being completed by the locals.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	1,525											
		1,525	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,525		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Souderton Road and Minsi Trail

Est Let Date: 3/17/2025

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	300											
ROW	HSIP		296										
UTL	HSIP		23										
CON	HSIP			1,230									
		300	319	1,230	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,849		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115419** *US 202 & York Rd Roundabout*

**LIMITS:** US 202 & York Road

Est Let Date: 6/6/2024

**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 US 202 & York Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	224											
ROW	HSIP		1,255										
UTL	HSIP		37										
CON	HSIP			1,834									
		224	1,292	1,834	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,350		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

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

**LIMITS:** Penndel Borough

Est Let Date: 1/12/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	139											
UTL	HSIP	492											
CON	HSIP		1,848										
		<b>631</b>	<b>1,848</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 FY2023-2026</b>		<b>2,479</b>		<b>Total FY2027-2030</b>				<b>0</b>			
		<b>Total FY2031-2034</b>		<b>0</b>									

**MPMS# 116082** *Bellevue Ave Grade Crossing*

**LIMITS:**

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Langhorne Manor Borough; Middletown Township; Penndel Borough

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project will install holdout signals with crossing wrap to replace manual push button signals at the Bellevue Avenue at-grade crossing with the CSXT freight rail line. The purpose of this system installation is to lessen the wait time to cross the railroad crossing for emergency vehicles and the traveling public.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX	200											
		<b>200</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 FY2023-2026</b>		<b>200</b>		<b>Total FY2027-2030</b>				<b>0</b>			
		<b>Total FY2031-2034</b>		<b>0</b>									

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 116893 Edison Furlong Road over Pebble Creek

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisul

CMP: Not SOV Capacity Adding

Improvements include replacing the scour damaged bridge over Pebble Creek pursuant to damage caused by Hurricane Ida.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	BRIP	250												
FD	BRIP		25											
CON	BRIP			800										
		250	25	800	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,075	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 118011 Stoney Garden Rd over Branch Kimples Creek

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haycock Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Stoney Garden Road over Branch Kimples 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	TOLL													
FD	BOF	250												
CON	TOLL													
CON	BOF			798										
		250	0	798	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,048	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

**MPMS# 118013** *Slifer Valley Road over Branch Cooks Creek*

**New**

#### LIMITS:

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Springfield Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Slifer Valley Road over Branch Cooks 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	TOLL													
FD	BOF	250												
CON	TOLL													
CON	BOF			600										
		250	0	600	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			850	Total FY2027-2030				0	Total FY2031-2034			0

**MPMS# 118020** *Bustleton Pike/Second Street Pike Roundabout*

**New**

#### LIMITS:

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Northampton Township

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

The intersection of Second Street Pike and Bustleton Pike will be replaced with a roundabout and a fourth leg will be added to connect to Township Road. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved. The Township has completed preliminary design, but the design will need to be brought up to federal standards.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	250											
ROW	STU					122							
ROW	581					228							
UTL	STU					125							
CON	STU						1,779						
CON	STU							3,221					
		250	0	0	0	475	1,779	3,221	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030		5,475		Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Bucks

MPMS# 118022 Route 202/179 Roundabout

New

#### LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Solebury Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

The intersection of Route 202 and Route 179 will be replaced with a roundabout. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
PE	STU	500											
FD	STU					250							
ROW	STU					500							
UTL	STU					250							
CON	STU											8,000	
		500	0	0	0	1,000	0	0	0	0	0	8,000	0
		Total FY2023-2026		500		Total FY2027-2030		1,000		Total FY2031-2034		8,000	

MPMS# 118190 Fairview AVENUE Grade Crossing

New

LIMITS: Fairview Avenue in 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

This project is for the installation of railroad warning devices on Fairview Avenue, in Quakertown Borough Buck County.

TIP Program Years (\$ 000)																	
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034				
CON	TOLL																
CON	RRX									325							
		0	0	0	0	0	0	0	0	325	0	0	0				
		Total FY2023-2026				0				Total FY2027-2030				0			
										Total FY2031-2034				325			

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Bucks	\$72,857	\$66,068	\$57,077	\$45,106	\$241,108	\$96,977	\$101,627

# DVRPC FY2023-2026 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: 2/16/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		6,399										
CON	183		1,200										
CON	LOC		400										
		0	7,999	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,999		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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:** Sadsbury Township; West Caln Township; West Sadsbury Township; **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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP	5,375											
PE	581	1,343											
PE	NHPP		1,000										
PE	STU		1,690										
PE	581		672										
PE	NHPP			4,031									
PE	581			1,007									
PE	NHPP				4,031								
PE	581				1,007								
		6,718	3,362	5,038	5,038	0	0	0	0	0	0	0	0
		Total FY2023-2026		20,156		Total FY2027-2030				0		Total FY2031-2034	
												0	



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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: 6/6/2024

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: West Nottingham Township; East Nottingham Township; Lower Oxfor 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	2,701											
UTL	STP*	570											
CON	STP			5,608									
CON	581			1,402									
CON	NHPP				5,000								
CON	581				1,250								
CON	STU					6,499							
CON	581					1,624							
CON	STU						17,107						
CON	581						4,276						
CON	STU							17,107					
CON	581							4,276					
CON	STU								17,107				
CON	581								4,276				
CON	STU									17,107			
CON	581									4,276			
		3,271	0	7,010	6,250	8,123	21,383	21,383	21,383	21,383	0	0	0
Total FY2023-2026				16,531		Total FY2027-2030		72,272		Total FY2031-2034		21,383	

# DVRPC FY2023-2026 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: Penn Township; East Marlborough Township; Kennett Township; Lon FC: 6; 12; 14; 16; 17; 19

Est Let Date: 12/4/2026

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,125											
FD	581		1,125										
FD	581			1,000									
FD	581				1,175								
FD	581					1,825							
ROW	STP			1,217									
ROW	581			304									
UTL	STP					269							
UTL	581					67							
CON	SPK-NHPP						15,000						
CON	581						3,750						
CON	SPK-NHPP							15,000					
CON	581							3,750					
CON	STU								10,578				
CON	581								2,644				
CON	NHPP									5,015			
CON	STU									16,141			
CON	581									2,644			
CON	581									2,644			
CON	NHPP										10,578		
CON	581										2,644		
CON	NHPP											10,578	
CON	581											2,644	
CON	NHPP												10,578
CON	581												2,644
		1,125	1,125	2,521	1,175	2,161	18,750	18,750	13,222	26,444	13,222	13,222	13,222
		Total FY2023-2026		5,946		Total FY2027-2030		52,883		Total FY2031-2034		66,110	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

MPMS# 14652 Dutton Mill over Ridley Creek (CB #157)

New

### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Dutton Mill over Ridley Creek (CB #157).

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>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>	<u>FY2033</u>	<u>FY2034</u>
PE	183	500											
FD	183					600							
ROW	183							50					
UTL	183							50					
CON	BRIP								2,500				
		500	0	0	0	600	0	100	2,500	0	0	0	0
		Total FY2023-2026			500	Total FY2027-2030			3,200	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 4/3/2025

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	594											
ROW	581	149											
UTL	NHPP			450									
UTL	581			113									
CON	SPK-NHPP			36,000									
CON	581			9,000									
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	NHPP					10,000							
CON	581					2,500							
CON	NHPP						10,535						
CON	581						2,633						
		743	0	45,563	25,000	12,500	13,168	0	0	0	0	0	0
		Total FY2023-2026		71,306		Total FY2027-2030		25,668		Total FY2031-2034		0	

# DVRPC FY2023-2026 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:** Willistown Township; Tredyffrin Township

**PLAN CENTER:** Town Center

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

**NHPP:** Y

**FC:** 14; 17

**CMP:** Minor SOV Capacity

Est Let Date: 7/25/2024

MRPID:152

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	BRIP	2,546											
CON	TOLL												
CON	BRIP		12,655										
CON	TOLL												
CON	BRIP			558									
CON	TOLL												
CON	BRIP				3,926								
CON	STU					3,150							
CON	BRIP					1,566							
		2,546	12,655	558	3,926	4,716	0	0	0	0	0	0	0
		Total FY2023-2026		19,685		Total FY2027-2030		4,716		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: Keim Street to PA 724 Interchange

Est Let Date: 6/24/2027

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP		2,581										
FD	STU		1,135										
FD	TOLL												
ROW	NHPP					609							
ROW	581					153							
UTL	NHPP					573							
UTL	581					143							
CON	NHPP						9,358						
CON	581						2,339						
CON	NHPP							9,358					
CON	581							2,339					
CON	NHPP								4,000				
CON	581								1,000				
CON	NHPP									9,358			
CON	581									2,339			
CON	NHPP										9,358		
CON	NHPP										5,358		
CON	581										1,339		
CON	581										2,339		
CON	NHPP											9,358	
CON	581											2,339	
CON	NHPP												9,358
CON	581												2,339
		0	3,716	0	0	1,478	11,697	11,697	5,000	11,697	18,394	11,697	11,697
Total FY2023-2026				3,716		Total FY2027-2030		29,872		Total FY2031-2034		53,485	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 78626 Pennocks Bridge Road (SR 3022) over West Branch of White Clay Creek

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pennocks Bridge Road (SR 3022) over West Branch of White Clay 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF			40									
FD	185			10									
ROW	BOF						40						
ROW	185						10						
CON	BOF								800				
CON	185								200				
		0	0	50	0	0	50	0	1,000	0	0	0	0
Total FY2023-2026					50	Total FY2027-2030			1,050	Total FY2031-2034			0

MPMS# 84284 Doe Run Rd/Buck Run (Bridge)

New

LIMITS: Chester County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Marlborough Township

FC: 6

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Doe Run Road over Black Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU			450									
ROW	185								100				
UTL	185									50			
CON	185									2,000			
		0	0	450	0	0	0	0	100	2,050	0	0	0
Total FY2023-2026					450	Total FY2027-2030			100	Total FY2031-2034			2,050

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 85949 SR 896 Safety Improvement

LIMITS: PA 896, Elbow Lane to Shepherd Lane

Est Let Date: 5/11/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: London Britain Township; New London Township

FC: 6; 16

AQ Code:2035M

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>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>	<u>FY2033</u>	<u>FY2034</u>	
ROW	HSIP*	800												
UTL	HSIP*	200												
CON	HSIP	6,672												
CON	HSIP		2,998											
CON	HSIP			2,000										
		7,672	2,998	2,000	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		12,670		Total FY2027-2030				Total FY2031-2034				0
						0				0				

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

LIMITS: Over Beaver Creek

Est Let Date: 3/2/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	BOF	48												
UTL	183	10												
UTL	LOC	2												
CON	BOF		1,180											
CON	183		221											
CON	LOC		74											
		60	1,475	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,535		Total FY2027-2030				Total FY2031-2034				0
						0								



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS:**

Est Let Date: 6/22/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	sSTP	40											
UTL	TOLL												
UTL	sSTP	40											
CON	TOLL												
CON	sSTP		1,270										
		80	1,270	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,350		Total FY2027-2030				Total FY2031-2034			
						0				0			

MPMS# 86301 LancasterAve/BrandywineCk

**LIMITS:** Lancaster Ave at Brandywine Creek

Est Let Date: 8/24/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Downingtown Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 17

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	106											
UTL	STU			45									
UTL	185			11									
CON	TOLL												
CON	BRIP					1,672							
CON	BRIP					6,687							
		106	0	56	0	8,359	0	0	0	0	0	0	0
		Total FY2023-2026		162		Total FY2027-2030				Total FY2031-2034			
						8,359				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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:

Est Let Date: 7/27/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	141											
ROW	185	113											
UTL	185		17										
CON	STU		1,230										
CON	581		307										
		254	1,554	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,808		Total FY2027-2030		0		Total FY2031-2034		0	

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

LIMITS: Over Muddy Run

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/10/2023

AQ Code:S19

IPD: 16

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	BOF	57											
UTL	183	11											
UTL	LOC	3											
CON	BOF	2,801											
CON	183	525											
CON	LOC	175											
		3,572	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,572		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 3/16/2028

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:** Y

MRPID:137

**MUNICIPALITIES:** East Caln Township

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

AQ Code:2045M

**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.

\$125.353M out of an estimated \$582M (2021 CON estimate of \$459.65M YOE'd to FY29) is programmed for construction beginning in FY29. The construction balance that is not shown in FY29-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP*	1,700											
PE	NHPP	1,061											
PE	NHPP*		4,639										
FD	NHPP		1,000										
FD	581		250										
FD	NHPP			10,062									
FD	581			757									
FD	581			1,757									
FD	NHPP				3,031								
FD	581				757								
FD	NHPP					7,000							
FD	NHPP					7,031							
FD	581					1,750							
FD	581					1,757							
ROW	STP			800									
ROW	STU			1,635									
ROW	STP				800								
ROW	STU				1,635								
ROW	STP					53							
UTL	NHPP					897							
UTL	581					224							
CON	STU							1,779					
CON	185							8,589					
CON	581							1,225					
CON	185								9,384				
CON	185									11,055			
CON	185										11,055		
CON	BRIP											9,682	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Chester

CON	STU											5,000	
CON	STU												45,533
CON	BRIP												15,235
CON	581												6,816
CON	NHPP												
CON	581												
		2,761	5,889	15,011	6,223	18,712	0	11,593	9,384	11,055	11,055	14,682	67,584
		Total FY2023-2026		29,884		Total FY2027-2030		39,689		Total FY2031-2034		104,376	

MPMS# 95430 US 202 at SR 926 Intersection Improvement

### LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

NHPP: Y

FC: 14; 16

Est Let Date: 3/16/2023

MRPID:136

AQ Code:R1

IPD: 14

CMP Subcorridor(s): 8A

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

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STP	99											
ROW	581	24											
UTL	STP	121											
UTL	581	31											
CON	STP	3,040											
CON	581	760											
		4,075	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,075		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98035 *Water Works Road over Rock Run*

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Caln Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Water Works Road over Rock Run. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	BOF	250											
ROW	BOF					93							
ROW	185					23							
UTL	BOF							64					
UTL	185							16					
CON	BOF								1,332				
CON	185								334				
		250	0	0	0	0	116	80	1,666	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,862	Total FY2031-2034			0

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

#### LIMITS:

Est Let Date: 2/16/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	150											
ROW	185	80											
UTL	BOF	10											
UTL	185	2											
CON	185	1,351											
		1,593	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,593	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98039 Ship Road over Valley Creek (Bridge)

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 4/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	150												
ROW	185	92												
UTL	STP	50												
UTL	185	12												
CON	185		1,391											
		304	1,391	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,695		Total FY2027-2030				0		Total FY2031-2034		0

MPMS# 98041 Birchrun Road over Birch Run (Bridge)

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 5/25/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	124												
ROW	185	92												
UTL	BOF	50												
UTL	185	12												
CON	185		1,230											
		278	1,230	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		1,508		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 98042 Conestoga Rd o/ Pickering

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pikeland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 10/19/2023

AQ Code:S19

IPD:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	141											
ROW	185	84											
UTL	185	56											
CON	STU		1,476										
CON	185		369										
		281	1,845	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,126		Total FY2027-2030				Total FY2031-2034			
									0				0

MPMS# 98223 Creek Road over Pickering Creek (Bridge)

LIMITS: Thompson Davis Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Schuylkill Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 3/16/2023

AQ Code:S19

IPD: 12

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 6/22/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 102708 PA 41 at PA 841 Improvements

#### LIMITS:

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

Est Let Date: 4/11/2024

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2035M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	338											
FD	581	84											
ROW	STP	955											
ROW	581	239											
UTL	STP	64											
UTL	581	16											
CON	STU		3,308										
CON	STP		431										
CON	581		935										
Total FY2023-2026		1,696	4,674	0	0	Total FY2027-2030		0	0	Total FY2031-2034		0	0



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## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 102709** *PA 41 & SR 926 Improvements*

**LIMITS:** Intersection of PA 41 and SR 926

Est Let Date: 8/24/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	SXF	250											
UTL	SXF	100											
CON	SXF	2,060											
CON	STU	2,307											
		4,717	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			4,717	Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 104786** *Lancaster Av over Brandywine Creek*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Downingtown Borough

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Chuck Davies ADE Design

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Lancaster Ave over Brandywine 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185	250											
CON	185					1,755							
		0	250	0	0	0	1,755	0	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,755	Total FY2031-2034			0

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## 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: 9/24/2026

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP	4,583											
FD	581	1,146											
ROW	NHPP				2,409								
ROW	581				602								
ROW	NHPP					3,000							
ROW	581					750							
UTL	NHPP					1,665							
UTL	581					416							
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	SPK-NHPP					20,000							
CON	581					5,000							
CON	NHPP						2,846						
CON	581						711						
CON	NHPP							2,846					
CON	581							711					
CON	STU								2,846				
CON	581								711				
CON	NHPP									2,846			
CON	581									711			
CON	NHPP										2,846		
CON	581										711		
CON	NHPP											2,846	
CON	581											711	
CON	NHPP												2,846
CON	581												711
		5,729	0	0	28,011	30,831	3,557	3,557	3,557	3,557	3,557	3,557	3,557
		Total FY2023-2026		33,740		Total FY2027-2030		41,502		Total FY2031-2034		14,228	

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

Est Let Date: 1/23/2026

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

MRPID:48

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

**FC:**

AQ Code:2045M

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP		1,623										
FD	STU		1,990										
FD	581		903										
FD	STU			3,613									
FD	581			903									
FD	NHPP				3,613								
FD	581				903								
ROW	NHPP				4,706								
ROW	581				1,176								
ROW	NHPP					4,706							
ROW	581					1,176							
ROW	NHPP						4,706						
ROW	581						1,176						
UTL	NHPP					5,465							
UTL	581					1,366							
CON	SPK-NHPP				20,000								
CON	581				5,000								
CON	SPK-NHPP					10,000							
CON	581					2,500							
CON	NHPP						12,857						
CON	581						3,214						
CON	NHPP							5,201					
CON	581							1,300					
CON	STU								12,857				
CON	581								3,214				
CON	NHPP									12,857			
CON	STU									12,857			
CON	581									3,214			
CON	581									3,214			
CON	NHPP										12,857		
CON	581										3,214		
CON	NHPP											12,857	

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Pennsylvania - Highway Program (Status: TIP)

## Chester

CON	581									3,214		
CON	NHPP										12,857	
CON	581										3,214	
		0	4,516	4,516	35,398	25,213	21,953	12,383	16,071	32,142	16,071	16,071
		Total FY2023-2026		44,430		Total FY2027-2030		75,620		Total FY2031-2034		80,355

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## 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:** West Caln Township; Valley Township

**PLAN CENTER:**

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

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

Est Let Date: 12/9/2027

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		3,113										
FD	581		778										
FD	NHPP			3,113									
FD	581			778									
FD	NHPP				3,113								
FD	581				778								
ROW	NHPP					10,916							
ROW	581					2,730							
UTL	NHPP					3,284							
UTL	581					820							
CON	NHPP					5,825							
CON	581					1,456							
CON	STU						10,000						
CON	581						2,500						
CON	NHPP							14,285					
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	581							3,571					
CON	NHPP								14,285				
CON	SPK-NHPP								10,000				
CON	581								3,571				
CON	581								2,500				
CON	NHPP									14,285			
CON	SPK-NHPP									10,000			
CON	581									2,500			
CON	581									3,571			
CON	NHPP										14,285		
CON	581										3,571		
CON	NHPP											14,285	
CON	NHPP											14,285	
CON	581											3,571	
CON	581											3,571	
CON	NHPP												14,285
CON	581												3,571

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

0	3,891	3,891	3,891	25,031	12,500	30,356	30,356	30,356	17,856	35,712	17,856	
Total FY2023-2026				11,673	Total FY2027-2030				98,243	Total FY2031-2034		101,780

**MPMS# 107945** *Art School Rd O/ Br Pickering Creek (Bridge)*

**LIMITS:** West Pikeland Township

Est Let Date: 4/27/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	BOF	169											
UTL	TOLL												
UTL	BOF	56											
CON	TOLL												
CON	BOF	2,814											
		3,039	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,039		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 110311** *PA 41 at State Road Intersection*

**LIMITS:** PA 41 at State Road

Est Let Date: 3/14/2025

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Avondale Borough

**FC:**

AQ Code:R1

**PLAN CENTER:**

IPD: 20

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will address the geometry of the intersection, realign the intersection, improve sight distance, improve turning lanes, incorporate ITS, improve sidewalk and pedestrian access, and accommodate heavy vehicle traffic at the intersection.

TIP Program Years (\$ 000)													
Phase	Fund	<u>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>	<u>FY2033</u>	<u>FY2034</u>
FD	581		546										
ROW	STU			119									
UTL	581							253					
CON	STU							6,334					
		0	546	119	0	0	0	6,587	0	0	0	0	0
		Total FY2023-2026			665	Total FY2027-2030			6,587	Total FY2031-2034			0

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## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	684											
ROW	STP		1,229										
UTL	581						3,165						
CON	STU						6,966						
CON	581						1,742						
		684	1,229	0	0	0	11,873	0	0	0	0	0	0
		Total FY2023-2026		1,913		Total FY2027-2030		11,873		Total FY2031-2034		0	

MPMS# 110765 **Pickering Dam Road over Branch of Pickering Creek**

New

LIMITS:

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Charlestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pickering Dam Road over Branch 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BOF	100											
FD	BOF			150									
ROW	BOF					75							
UTL	BOF					30							
CON	BOF						1,440						
CON	185						360						
		100	0	150	0	105	1,800	0	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030		1,905		Total FY2031-2034		0	

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

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

Est Let Date: 3/16/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	sHSIP	270												
		270	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026	270			Total FY2027-2030				0	Total FY2031-2034			0

**MPMS# 110963** *Manor Road Roundabout*

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

Est Let Date: 9/15/2022

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	sHSIP	39											
CON	sHSIP	978											
		1,017	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,017		Total FY2027-2030		0		Total FY2031-2034		0	



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Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA/MD Line to PA 472

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Nottingham Township; East Nottingham Township; Lower Oxfor FC:

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

Est Let Date: 4/8/2027

MRPID:3

AQ Code:S10

IPD:

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	<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>	<u>FY2033</u>	<u>FY2034</u>
FD	NHPP	5,304											
ROW	581		1,311										
UTL	STP		219										
UTL	581		55										
CON	STP						8,835						
CON	581						2,208						
CON	STP							1,626					
CON	STP							8,835					
CON	STU							7,209					
CON	581							2,208					
CON	581							2,208					
CON	STP								8,835				
CON	581								2,208				
CON	STP									8,835			
CON	581									2,208			
CON	STP										8,835		
CON	581										2,208		
CON	STP											8,835	
CON	581											2,208	
CON	STP												10,507
CON	581												2,626
		5,304	1,585	0	0	0	11,043	22,086	11,043	11,043	11,043	11,043	13,133
		Total FY2023-2026		6,889		Total FY2027-2030		44,172		Total FY2031-2034		46,262	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

LIMITS: PA 41 to Schoolhouse Road

Est Let Date: 11/4/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Towns 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581				3,245								
FD	581					2,000							
FD	581						2,245						
ROW	NHPP						2,706						
ROW	STP						4,919						
UTL	STU						307						
CON	NHPP						21,579						
CON	STU						14,568						
CON	NHPP							9,541					
CON	STU							10,773					
CON	NHPP								163				
CON	STU								11,880				
CON	NHPP									3,389			
CON	STU										26,630		
CON	NHPP											248	
CON	581											6,538	
CON	STP												5,380
		0	0	0	3,245	2,000	46,324	20,314	12,043	3,389	26,630	6,786	5,380
		Total FY2023-2026			3,245	Total FY2027-2030			80,681	Total FY2031-2034			42,185

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 114164 Nutt Rd & Starr St Improvements (Competitive CMAQ)

New-B

LIMITS: Nutt Road and Starr Street in Phoenixville Borough

Est Let Date: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; Schuylkill Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 9B

This project is for the addition of a left turn lane at the intersection of Nutt Road and Starr Street in Phoenixville Borough, Chester County, PA. The roadway suffers from poor operational efficiency due to the geometric design. Left turn movements were removed from eastbound Nutt Road due to safety concerns, because there was not sufficient offset between the eastbound left turn lane and the westbound through/right turn lane. Currently, left turning movements are prohibited from eastbound Nutt Road onto Starr Street. This condition requires vehicles wishing to make this movement to utilize the non-signalized Valley road intersection; approximately 175 feet to the east. Multiple rear end crashes and increased traffic congestion along Nutt Road can be contributed to this. Through the land development process, Phoenixville Borough was able to secure the additional right of way needed to provide an auxiliary lane in the westbound direction on Nutt Road. This will facilitate the reinstitution of the eastbound left turn lane, separate the three westbound lanes (left, through, right), and perform associated traffic signal upgrades and modifications at the intersection. Traffic operations, system reliability, and safety will be improved as a result of this project. This project was identified as a priority in the Phoenixville Region Multimodal Transportation Plan, recognized in the Phoenixville Regional Comprehensive Plan, and recommended in the PA 23: Road Safety Audit (DRAFT). As such, Phoenixville Borough is committed to implementing this key transportation improvement to reduce traffic congestion along a major corridor in Chester County.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 114166 PA 401 & Valley Hill Rd Improvement (Competitive CMAQ)

New-B

LIMITS: PA 401 (Conestoga Road) and Valley Hill Road

Est Let Date: 8/8/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

This project involves adding turn lanes with designated left turn phases for PA 401.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115422 West Chester Pike Safety Improvements

LIMITS: West Chester Borough and West Goshen Township

Est Let Date: 3/19/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough; West Goshen Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The proposed scope of this project includes:

- Installation of pavement marking, chevrons, curve warning signs, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike from Prospect Ave to Morris Road;
- Installation of pavement marking, signage, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike at the intersection with Concord Road;
- Increase left storage length of the existing unsignalized intersection at the Route 202 NB on ramp and West Chester Pike EB;
- Improve pavement marking and signage at the northbound on ramp with the West Chester Pike westbound on ramp to Route 202;
- Closure of the median break and the installation of a right-out access on West Chester Pike at the intersection with Patrick Avenue ;
- Restriping to remove one travel lane on Paoli Pike in the WB direction from Prospect Ave to Westtown Road;
- Restriping East Gay Street in the WB direction to N. Worthington Street to provide a two-lane section (road diet);
- Partial extension of the median on WB East Gay Street (west of Westtown Road);
- West Chester Pike/East Gay Street WB 2 lane scissor ramp and EB Market Street 2 lane scissor ramp to Paoli Pike, reduction to single lane;
- Remove temporary flexible post median delineators and create permanent extension of median at EB West Chester Pike and Spring Lane;
- Shoulder improvements with striping and signing to intersection of Golf Club Apartment/Shopping Center signal on WB West Chester Pike from Spring Lane;

Signal improvements:

- The conversion of the Route 202 SB off ramp stop-controlled intersection to a signalized intersection;
- Installation of pavement markings, mill and overlay pavement with sections of high friction surface treatment (HFST) on West Chester Pike at the intersection with Five Points Road;
- Investigate pavement marking improvements of EB West Chester Pike right turn lane drop from the Route 202 northbound off ramp to Five Points Road.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP		126											
CON	HSIP				2,117									
		0	126	0	2,117	0	0	0	0	0	0	0	0	
		Total FY2023-2026		2,243		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

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

**LIMITS:** From Ridge Road to Whitehorse Road

Est Let Date: 4/27/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Phoenixville Borough; East Pikeland Township; 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	190											
CON	HSIP	1,537											
		1,727	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,727		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115424** *US 322 West Chester Bypass Safety Improvements*

**LIMITS:** Downingtown Pike to US 202

Est Let Date: 1/12/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** West Goshen Township; East Bradford Township

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** A. Patel

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP	3,839											
		3,839	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,839		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 115425 *High Street Pedestrian Improvements*

LIMITS: Rosedale Avenue to Miner Street

Est Let Date: 4/13/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Chester Borough

FC:

AQ Code:2025M

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>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>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	141											
CON	HSIP	1,591											
		1,732	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,732	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 115875** *Reese Street Railroad Warning Device*

**New**

**LIMITS:** Between Pine St. and Church St.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** New Garden Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Reese Street, between Pine St. and Church St. in New Garden Township, Chester County.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	RRX						315				
CON	TOLL										
		0	0	0	0	0	315	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		315		Total FY2031-2034	
		0								0	

**MPMS# 115876** *Center Street Railroad Warning Device*

**New**

**LIMITS:** Between Church St. and Willow St.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** New Garden Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the Installation of railroad warning devices on Center Street, in New Garden Township, between Church Street and Willow Street.

TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL						315				
CON	RRX										
		0	0	0	0	0	315	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		315		Total FY2031-2034	
		0								0	

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## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 117327 Valley Park Road over Anderson Brook

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisiul

CMP: Not SOV Capacity Adding

This project involves permanent repairs to the bridge at Valley Park Road over Anderson Brook pursuant to damage caused by Hurricane Ida.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	FFL	300												
FD	STU		250											
ROW	185									50				
CON	185									1,000				
		300	250	0	0	0	0	0	0	1,050	0	0	0	
		Total FY2023-2026			550	Total FY2027-2030				0	Total FY2031-2034			1,050

MPMS# 117999 Thomas Road over Trout Creek (CB #300)

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Thomas Road over Trout Creek (CB #300).

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>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>	<u>FY2033</u>	<u>FY2034</u>	
PE	183	500												
FD	183					500								
ROW	183								50					
UTL	183							50						
CON	183									2,350				
		500	0	0	0	500	0	50	50	2,350	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				600	Total FY2031-2034			2,350



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Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118024 US 202 and High Street Interchange

New

#### LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Westtown Township; West Goshen Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

The scope of the project has three major elements: (1) The addition of one lane inside of the US 202 NB ramp. US 202 NB traffic in the right lane is able to turn onto either ramp lane at the exit. Traffic merging from High Street is stop-controlled; (2) The addition of one lane on the inside of the US 202 SB ramp. The existing center median is converted to an auxiliary merge lane to Old Wilmington Pike so that traffic on SB High Street has more time to merge. The roadway is slightly realigned, but no additional right-of-way is needed; (3) The addition of a left turn lane (40 feet with a 145-foot taper) from EB Matlack Street to NB US 202.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		500										
FD	581							500					
UTL	581							150					
CON	STU											3,000	
		0	500	0	0	0	0	650	0	0	0	3,000	0
Total FY2023-2026					500	Total FY2027-2030			650	Total FY2031-2034			3,000

MPMS# 118025 PA 100 Northbound at Exton Station

New

#### LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B, 8C

The proposed improvements comprise four distinct elements: (1) Addition of a northbound through-lane from Pottstown Pike through the intersection with the US 30 Bypass ramps; (2) Shift the existing travel lanes and the center median to accommodate an additional through-lane, particularly under the Amtrak/SEPTA and Norfolk Southern railroad overpasses; (3) Modifications to Mountain View Drive intersection to retain right-in and right-out access to the Exton Train Station and Courts at Valley View neighborhood; (4) Modifications to Whiteland Woods Boulevard intersection to retain right-in and right-out access.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	487											
FD	STU					480							
UTL	581										50		
CON	STU										3,747		
		487	0	0	0	480	0	0	0	0	3,797	0	0
Total FY2023-2026					487	Total FY2027-2030			480	Total FY2031-2034			3,797

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118183 Lake Road West Railroad Crossing

New

LIMITS: Lake Road West Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road West, in London Grove Township, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	RRX					100								
CON	TOLL							200						
CON	RRX													
		0	0	0	0	0	100	200	0	0	0	0	0	
		Total FY2023-2026				0	Total FY2027-2030			300	Total FY2031-2034			0

MPMS# 118184 Lake Road East Grade Crossing

New

LIMITS: Lake Road East Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: Maint/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road East, in London Grove Township, Chester County.

TIP Program Years (\$ 000)																
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>			
CON	TOLL															
CON	RRX							300								
		0	0	0	0	0	0	300	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				300	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

**MPMS# 118185** *Woodland Ave Grade Crossing*

**New**

**LIMITS:** Woodland Avenue West Grove Borough

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** West Grove Borough

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Woodland Ave, in Westgrove Borough, Chester County.

TIP Program Years (\$ 000)															
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>		
CON	TOLL														
CON	RRX							300							
		0	0	0	0	0	0	300	0	0	0	0	0		
		Total FY2023-2026				0	Total FY2027-2030				300	Total FY2031-2034			0

**MPMS# 118186** *Kimble Road Grade Crossing*

**New**

**LIMITS:** Kimble Road in Lower Oxford Township

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Lower Oxford Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Kimble Road, in Lower Oxford Township, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX								305					
		0	0	0	0	0	0	0	305	0	0	0	0	
		Total FY2023-2026				0	Total FY2027-2030			305	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Chester

MPMS# 118188 *Mt. Pleasant Grade Crossing*

New

LIMITS: Mt. Pleasant Road in Oxford Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Mt. Pleasant Road, in Oxford Borough, Chester County.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX								315					
		0	0	0	0	0	0	0	315	0	0	0	0	
		Total FY2023-2026				0	Total FY2027-2030			315	Total FY2031-2034			0

MPMS# 118189 *Crowl Toot Road Grade Crossing*

New

LIMITS: Crowl Toot Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Crowl Toot Road, in Lower Oxford Township, Chester County.

TIP Program Years (\$ 000)															
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>		
CON	TOLL														
CON	RRX									315					
		0	0	0	0	0	0	0	0	315	0	0	0		
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034			315

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Chester	\$67,330	\$64,076	\$86,933	\$120,274	\$338,613	\$605,889	\$542,726

# DVRPC FY2023-2026 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: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Sharon Hill Borough; Folcroft 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	1,854											
CON	183	348											
CON	LOC	116											
		2,318	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,318		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 15183 Station Road Bridge Over Chester Creek (CB #234)

LIMITS: Over Chester Creek

Est Let Date: 6/20/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	427											
FD	179	107											
ROW	BOF	44											
ROW	183	8											
ROW	LOC	3											
UTL	BOF	68											
UTL	179	17											
CON	BOF		2,936										
CON	179		734										
		674	3,670	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,344		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

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## 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: 12/16/2027

**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.

\$81.081M out of an estimated \$214M (2021 CON estimate of \$150M YO'E'd to FY33) is programmed for construction beginning in FY33. The construction balance that is not shown in FY33-FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		3,605										
FD	581		901										
FD	STU			3,605									
FD	581			901									
FD	STU				605								
FD	NHPP				3,000								
FD	581				901								
FD	STU					3,605							
FD	581					901							
ROW	NHPP			4,502									
ROW	581			1,125									
ROW	NHPP				4,502								
ROW	581				1,125								
ROW	NHPP					4,502							
ROW	581					1,125							
ROW	NHPP						4,502						
ROW	581						1,125						
ROW	NHPP							4,502					
ROW	581							1,125					
UTL	NHPP												4,985
UTL	581												1,246
CON	STU										40,720		
CON	581										2,053		
CON	BRIP												14,850
CON	581												17,227
CON	STU												
CON	NHPP												
CON	581												

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Pennsylvania - Highway Program (Status: TIP)

## Delaware

	0	4,506	10,133	10,133	10,133	5,627	5,627	5,627	0	0	42,773	38,308
Total FY2023-2026			24,772		Total FY2027-2030		27,014		Total FY2031-2034		81,081	

MPMS# 15278 Chester Pike/9th Street Bridge over Darby Creek (CB #146)

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Collingdale Borough; Darby Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chester Pike/9th Street Bridge over Darby Creek (CB #146).

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185		900										
FD	185						750						
ROW	185							125					
UTL	185							150					
CON	BRIP								8,000				
		0	900	0	0	0	750	275	8,000	0	0	0	0
		Total FY2023-2026		900		Total FY2027-2030		9,025		Total FY2031-2034		0	



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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: 1/26/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	BRIP	10,354											
		10,354	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,354		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 47147** **3rd Street Dam Over Broomall Lake**

**LIMITS:** Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/12/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183					2,492							
CON	LOC					623							
		0	0	0	0	3,115	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		3,115		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## 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: 10/19/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Chester City

**FC:**

AQ Code:S19

**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, served the industrial waterfront, was in poor condition and removed. This project will replace the bridge 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF		4,968										
CON	183		931										
CON	LOC		310										
		0	6,209	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				6,209		Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 64791** *Kedron Avenue @ Franklin SR:0420*

**LIMITS:** At Franklin Avenue

Est Let Date: 2/16/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	LOC	159											
UTL	CAQ	28											
UTL	581	6											
CON	CAQ	1,671											
		1,864	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,864		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS:** Over Brandywine Creek

Est Let Date: 1/12/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** N

**MUNICIPALITIES:** Chadds Ford Township; Pennsbury 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581	27											
UTL	185	108											
CON	BRIP	4,387											
CON	BRIP		3,848										
CON	BRIP			2,848									
CON	BRIP				10,848								
		4,522	3,848	2,848	10,848	0	0	0	0	0	0	0	0
		Total FY2023-2026		22,066		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 69817 US 322, Featherbed Lane to Chelsea Parkway (Section 102) SR:0322

LIMITS: Featherbed Lane to Chelsea Parkway

Est Let Date: 8/21/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

FC: 14; 16

AQ Code:2045M

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 grass median 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 \$184,752,570.
- The anticipated let date is August 21, 2025.
- 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	6,365											
ROW	581	1,591											
ROW	STU		1,000										
ROW	581		250										
ROW	NHPP			5,365									
ROW	581			1,341									
CON	NHPP					4,716							
CON	581					1,044							
CON	NHPP						3,091						
CON	581						772						
CON	NHPP							16,716					
CON	581							4,179					
CON	NHPP								16,716				
CON	581								4,179				
CON	NHPP									16,716			
CON	581									4,179			

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## Pennsylvania - Highway Program (Status: TIP)

### Delaware

CON	STU									15,796			
CON	NHPP									920			
CON	STP									1,445			
CON	581									4,540			
CON	NHPP										16,716		
CON	581										4,179		
CON	STU											13,625	
CON	NHPP											27,271	
CON	581											10,224	
		7,956	1,250	6,706	0	5,760	3,863	20,895	20,895	20,895	22,701	20,895	51,120
		Total FY2023-2026		15,912		Total FY2027-2030		51,413		Total FY2031-2034		115,611	

### MPMS# 79329 Bridgewater Road Extension

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

Est Let Date: 12/11/2026

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:117

**MUNICIPALITIES:** Upper Chichester Township; Aston Township; Chester City; Chester T **FC:** 14; 17

AQ Code:2035M

**PLAN CENTER:**

IPD: 16

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 8A

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. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP			1,075									
FD	581			269									
ROW	STU				831								
ROW	581				208								
UTL	STU					855							
UTL	581					214							
CON	STU						3,464						
CON	581						866						
CON	STU							5,610					
CON	581							1,402					
CON	STU								8,548				
CON	581								2,137				
		0	0	1,344	1,039	1,069	4,330	7,012	10,685	0	0	0	0
		Total FY2023-2026		2,383		Total FY2027-2030		23,096		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 84269 Victory Avenue over SEPTA Norristown High Speed Line

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project will replace the bridge on Victory Avenue over SEPTA's Norristown High Speed Line in Delaware County. This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
FD	TOLL												
FD	BRIP		250										
CON	TOLL												
CON	BRIP							1,500					
		0	250	0	0	0	0	1,500	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			1,500	Total FY2031-2034			0

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

LIMITS: Delaware County

Actl Let Date: 2/19/2021

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP*	2,000											
		2,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			2,000	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 92323** **Wanamaker Ave o/ Darby Ck (Bridge) SR:0420**

**LIMITS:** Delaware County - Darby Ck is border between Tinicum Township and Prospect

Est Let Date: 9/26/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:TBD

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

**FC:** 14

AQ Code:S19

**PLAN CENTER:** Town Center

IPD: 15

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

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The project consists of the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries S.R. 420 over Darby Creek between the Tinicum Township and Prospect Park Borough in Delaware County. Proposed work for the southbound structure includes full replacement of the structure (superstructure and substructure). The existing northbound bridge is a three span prestressed concrete composite adjacent box beam bridge carrying Northbound S.R. 0420 over Darby Creek. Proposed work for the northbound structure includes full replacement of the structure (superstructure and substructure). At the request of Delaware Valley Regional Planning Commission and the Clean Air Council, a Shared Use Path crossing will be constructed under the bridges adjacent to the southern abutments. This path will provide a connection to the adjacent John Heinz Wildlife Refuge. 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	890											
CON	185		2,340										
CON	581			1,777									
CON	185			2,000									
CON	185				4,109								
CON	185					14,344							
		890	2,340	3,777	4,109	14,344	0	0	0	0	0	0	0
		Total FY2023-2026		11,116		Total FY2027-2030		14,344		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 92324 Gov Printz Blvd o/ Conrail (Bridge)

New

LIMITS: Delaware County, Tinicum Township

Est Let Date: 1/26/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gov Printz Blvd over Conrail. 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.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BRIP		2,000										
ROW	BRIP							400					
UTL	BRIP							1,000					
CON	BRIP							12,074					
CON	BRIP								1,426				
		0	2,000	0	0	0	0	13,474	1,426	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030		14,900		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

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

Est Let Date: 12/12/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City; 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.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	180											
FD	185	721											
ROW	185	16											
ROW	185	64											
UTL	STP	17											
UTL	185	4											
CON	BRIP					9,150							
CON	185					2,288							
		1,002	0	0	0	0	11,438	0	0	0	0	0	0
		Total FY2023-2026		1,002		Total FY2027-2030		11,438		Total FY2031-2034		0	

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

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

Est Let Date: 6/22/2023

**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.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,278										
CON	185			1,742									
CON	185				1,000								
CON	185					4,000							
		0	2,278	1,742	1,000	4,000	0	0	0	0	0	0	0
		Total FY2023-2026		5,020		Total FY2027-2030		4,000		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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: 8/22/2024

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2030M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STP	152											
ROW	581	38											
UTL	STP					294							
UTL	581					73							
CON	STP					2,795							
CON	581					699							
		190	0	0	0	3,861	0	0	0	0	0	0	0
		Total FY2023-2026			190	Total FY2027-2030			3,861	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 98216 Michigan Ave over Little Crum Creek (CB# 210) (Bridge)

#### LIMITS:

Est Let Date: 6/22/2023

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	<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>	<u>FY2033</u>	<u>FY2034</u>			
CON	183															
CON	LOC															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 98217 *Hilldale Road over Darby Creek (CB# 149) (Bridge)*

#### LIMITS:

IMPROVEMENT Bridge Repair/Replacement

NHPP:

Est Let Date: 8/10/2023

MUNICIPALITIES: Upper Darby Township; Lansdowne Borough

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 98218 South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)

#### LIMITS:

Est Let Date: 3/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Norwood Borough; Glenolden 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 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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	183												
CON	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 99668 PA 291 Drainage Improvement

LIMITS: Between Crum Creek and Darby Creek

Est Let Date: 1/26/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2D, 4C, 6A

This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, and construction of ditches to alleviate the existing flooding of the roadway. The existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding.

PennDOT will acquire land in the project area for the future location of a multiuse trail for the East Coast Greenway and September 11th Memorial Trail.

This road segment is included in the Delaware County Bicycle Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	796											
ROW	581	85											
UTL	581	56											
CON	STU		3,234										
CON	581		808										
CON	STU			3,234									
CON	581			808									
		937	4,042	4,042	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,021		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 1/12/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TOLL													
CON	RRX	369												
CON	STU	2,172												
CON	STP	1,193												
CON	TOLL													
CON	STU		1,000											
CON	TOLL													
CON	STU			2,000										
		3,734	1,000	2,000	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			6,734	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 103521 Reed Road over Whetstone Run (CB #36)

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Marple Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The project will involve the rehabilitation or replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. The bridge was constructed in 1962. It is anticipated that the bridge will be replaced on the existing alignment with minimal approach work to tie back into existing conditions. Pedestrian/Bike facilities on bridge to connect Darby Creek Trail with trail system proposed in County park on Don Guanella tract.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	185					450								
FD	185						350							
ROW	BRIP									75				
UTL	BRIP								50					
CON	STP						3,025							
CON	BRIP									2,000				
		0	0	0	0	450	3,375	0	50	75	2,000	0	0	
		Total FY2023-2026				0	Total FY2027-2030			3,875	Total FY2031-2034			2,075



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 103528 Mattson Road over the West Branch of the Chester Creek

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester Heights Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project is for the bridge rehabilitation or replacement of the County-owned Mattson Road bridge spanning over the West Branch of the Chester Creek in Chester Heights Borough, Delaware County.

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

This project is a \$5 fee matching funds (sSTP) project.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	TOLL												
FD	sSTP	300											
ROW	TOLL												
ROW	sSTP	20											
UTL	TOLL												
UTL	sSTP	15											
CON	TOLL												
CON	sSTP		1,315										
		335	1,315	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,650		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 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; Chester City

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/13/2023

MRPID:50

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	NHPP	12,099											
CON	TOLL												
CON	NHPP		10,263										
CON	TOLL												
CON	NHPP			2,099									
CON	STP			10,000									
CON	TOLL												
CON	BRIP				6,659								
CON	NHPP				2,561								
CON	TOLL												
CON	BRIP					4,715							
		12,099	10,263	12,099	9,220	4,715	0	0	0	0	0	0	0
		Total FY2023-2026		43,681		Total FY2027-2030		4,715		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

**LIMITS:**

Est Let Date: 9/26/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	113											
ROW	STU	67											
ROW	185	17											
UTL	185				49								
CON	STU				492								
CON	185				123								
		197	0	0	664	0	0	0	0	0	0	0	0
		Total FY2023-2026		861		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 107642 *Smithbridge Road Corridor*

**LIMITS:** Smithbridge Road in Concord Township

Est Let Date: 6/23/2022

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	HSIP	52											
CON	HSIP	1,000											
CON	CAQ	1,843											
		2,895	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,895		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 12/14/2028

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,591											
ROW	581	796											
UTL	STU			573									
UTL	581			143									
CON	581			2,271									
CON	581				8,107								
CON	581					1,979							
CON	581						8,332						
CON	581							8,548					
		2,387	0	2,987	8,107	1,979	8,332	8,548	0	0	0	0	0
		Total FY2023-2026		13,481		Total FY2027-2030		18,859		Total FY2031-2034		0	

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

**LIMITS:** Fairview to Ashland

**IMPROVEMENT** Intersection/Interchange Improvements

**MUNICIPALITIES:** Ridley Township; Glenolden Borough

**PLAN CENTER:**

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

**CMP:** Minor SOV Capacity

**NHPP:**

**FC:**

Est Let Date: 10/19/2023

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.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP		2,796										
		0	2,796	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,796		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 7/13/2023

**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.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	sHSIP	36											
CON	sHSIP	849											
		885	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		885		Total FY2027-2030		0		Total FY2031-2034		0			

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

**LIMITS:** State Route 202 to Temple Road

Est Let Date: 6/22/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	663											
CON	TAP		500										
		663	500	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,163		Total FY2027-2030		0		Total FY2031-2034		0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**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: 3/17/2022

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	1,000									
		1,000	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

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

**LIMITS:**

Est Let Date: 12/16/2021

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Media Borough

**FC:**

AQ Code:X9

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAP	400									
		400	0	0	0	0	0	0	0	0	0
Total FY2023-2026		400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TOLL										
CON	RRX										
			200								
		0	200	0	0	0	0	0	0	0	0
		Total FY2023-2026		200		Total FY2027-2030		0		Total FY2031-2034	
											0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

LIMITS: Chelsea Parkway to Market St. Interchange

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 2/16/2023

MRPID:50

AQ Code:2035M

IPD:

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 in 2019 dollars).

•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 2023

•The anticipated completion date is October 31, 2026.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	4,008											
CON	581	1,002											
CON	NHPP		4,000										
CON	581		1,000										
CON	NHPP			9,008									
CON	581			2,252									
CON	STU				5,600								
CON	STP				8,400								
CON	581				2,100								
CON	581				1,250								
CON	STP					2,628							
CON	STU					3,380							
CON	581					1,502							
CON	NHPP						5,000						
CON	581						1,250						
CON	NHPP							12,000					
CON	581							3,000					
CON	NHPP								18,008				
CON	581								4,502				
		5,010	5,000	11,260	17,350	7,510	6,250	15,000	22,510	0	0	0	0
		Total FY2023-2026		38,620		Total FY2027-2030		51,270		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 114102 West Chester Pk & 476 (Competitive CMAQ)

New-B

LIMITS: West Chester Pike & I-476

Est Let Date: 1/26/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Marple Township; Haverford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Not SOV Capacity Adding

The improvements involve the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal, and will be free-flowing onto the I-476 Northbound On-Ramp.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 114112 Media Bypass ITS (Competitive CMAQ)

New-B

LIMITS: Media bypass (Route 1) corridor in Delaware County

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Marple Township; Media Borough; Upper Providence Township; Middl

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

The purpose of this project is to help reduce congestion, improve traffic flow and reduce emissions along the Route 1 corridor by adding ITS elements to the corridor. This project proposes the following work: equipping traffic signals with communication equipment to allow for Unified Command and Control, deployment of CCTV, DMS and Travel Time Detection and the installation of fiber optic cable to expand PennDOT's existing fiber communications network. The project proposes to install 19 CCTVs, 5 DMS, 10 Travel Time Detectors, 6.5 miles of fiber optic cable along with upgrading 33 signalized intersections to allow for unified command and control. The Section of PA Route 252 within the project area will equip 6 signalized traffic signals with hardware to allow for unified command and control and construct a dedicated left-turn lane from Route 252 onto the Media Bypass.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

The Route 252 road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS:** Landover Road to County Line Road

Est Let Date: 1/11/2024

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Haverford Township

**FC:**

AQ Code:S2

**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

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	102											
CON	HSIP		2,101										
		102	2,101	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,203		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

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

**LIMITS:** Darby Borough Line to Marshall Road

Est Let Date: 3/2/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Yeadon Borough; Darby Borough; 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	144											
CON	HSIP	2,149											
		2,293	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,293		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115872** **4th Avenue Railroad Warning Devices**

**New**

**LIMITS:** Between Powhattan Ave. and Massasoit Ave.

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on 4th Avenue, in Tinicum Township, between Powhattan Avenue and Massasoit Avenue.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX							335					
		0	0	0	0	0	0	335	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				335				0			

**MPMS# 115873** **Wanamaker Street Railroad Warning Device**

**New**

**LIMITS:** Between 3rd Street and SR 291

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the Installation of railroad warning devices on Wanamaker Street, in Tinicum Township, between 3rd Street and SR 291.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX												
CON	TOLL							360					
		0	0	0	0	0	0	360	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				360				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

**MPMS# 115874** *Jansen Avenue Railroad Warning Device*

**New**

**LIMITS:** Between 4th Street and SR 291

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Tinicum Township

**FC:**

AQ Code:S8

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** MAL/M. Lang

**CMP:** Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Jansen Avenue, between 4th Street and SR 291 in Tinicum Township, Delaware County.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX						325							
		0	0	0	0	0	325	0	0	0	0	0	0	
		Total FY2023-2026				0	Total FY2027-2030			325	Total FY2031-2034			0

**MPMS# 118006** *Ridley Creek Road over Branch of Ridley Creek*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Providence Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Ridley Creek Road over Branch of Ridley Creek.

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 in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	TOLL												
FD	BRIP		250										
CON	TOLL												
CON	BRIP							500					
		0	250	0	0	0	0	500	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			500	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Delaware

MPMS# 118029 *Bethel Roundabout*

New

LIMITS: Concord and Foulk- Concord and Chelsea/Valleybrook

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bethel Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Reconfigure the intersection to accommodate a roundabout to address the congestion at the intersection of Concord/Chelsea/Valleybrook/Foulk Rd Intersection.

This road segment is included in the Delaware County Bicycle Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		250										
FD	STP									150			
ROW	STP											320	
UTL	STP											300	
CON	STP												2,750
		0	250	0	0	0	0	0	0	0	150	620	2,750
Total FY2023-2026					250	Total FY2027-2030							
									0	Total FY2031-2034			
												3,520	

MPMS# 118030 *Bryn Mawr Ave Extension*

New

LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: Newtown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Masi

CMP: Major SOV Capacity

CMP Subcorridor(s): 10C

The scope of this project will provide a loop road to divert traffic from the intersection of PA 252 and PA 3.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU		400										
FD	581					400							
CON	581									6,623			
		0	400	0	0	400	0	0	0	0	6,623	0	0
Total FY2023-2026					400	Total FY2027-2030							
									400	Total FY2031-2034			
												6,623	

Total For Delaware	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$64,707	\$55,368	\$58,938	\$62,470	\$241,483	\$244,345	\$208,910

# DVRPC FY2023-2026 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: 7/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	BOF	50											
ROW	183	9											
ROW	LOC	3											
UTL	STP	55											
UTL	183	10											
UTL	LOC	3											
CON	STP		1,967										
CON	183		369										
CON	LOC		122										
		130	2,458	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,588		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 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: 4/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	106											
CON	STU		1,000										
CON	185		250										
CON	STU			4,370									
CON	185			1,092									
CON	BRIP				4,229								
CON	STU				3,511								
CON	185				1,092								
CON	185				842								
		106	1,250	5,462	9,674	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,492		Total FY2027-2030				0			
										Total FY2031-2034			
										0			



# DVRPC FY2023-2026 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: 1/12/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Cheltenham Township

FC: 14; 16

AQ Code:2035M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	CAQ	1,938											
UTL	TOLL												
UTL	CAQ	278											
CON	TOLL												
CON	CAQ		3,582										
CON	TOLL												
CON	CAQ			3,582									
		2,216	3,582	3,582	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,380		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 6/20/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	592											
FD	183	111											
FD	LOC	37											
ROW	BOF	66											
ROW	183	13											
ROW	LOC	3											
CON	BOF					2,866							
CON	183					537							
CON	LOC					179							
CON	BOF						2,866						
CON	183						537						
CON	LOC						179						
		822	0	0	0	3,582	3,582	0	0	0	0	0	0
		Total FY2023-2026		822		Total FY2027-2030		7,164		Total FY2031-2034		0	

# DVRPC FY2023-2026 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; Towamencin Township; Lower Salford Township **FC:** 14; 16

AQ Code:NRS

**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 3 of the PA 309 Connector Project: 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	2,843											
FD	581	711											
		3,554	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,554		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 16577 Ridge Pike: Harmon Road to Crescent Avenue SR:0000

LIMITS: Harmon Road to Crescent Avenue

Est Let Date: 4/17/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitemarsh 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU	1,504											
ROW	LOC	376											
ROW	STP		1,297										
ROW	STU		207										
ROW	LOC		376										
UTL	STU					287							
UTL	LOC					72							
CON	STU									30,248			
CON	LOC									7,562			
		1,880	1,880	0	0	359	0	0	0	0	37,810	0	0
		Total FY2023-2026		3,760		Total FY2027-2030		359		Total FY2031-2034		37,810	

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	581	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,000	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 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

CMP: Not SOV Capacity Adding

NHPP: Y

FC:

Est Let Date: 3/17/2022

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP		10,000										
CON	581		2,500										
CON	STU			5,000									
CON	581			1,250									
CON	STU				5,000								
CON	581				1,250								
CON	NHPP					5,515							
CON	STU					8,409							
CON	581					3,481							
CON	STU						5,000						
CON	581						1,250						
CON	STU							4,998					
CON	581							1,249					
CON	STU								20,000				
CON	581								5,000				
		0	12,500	6,250	6,250	17,405	6,250	6,247	25,000	0	0	0	0
		Total FY2023-2026		25,000		Total FY2027-2030		54,902		Total FY2031-2034		0	

# DVRPC FY2023-2026 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

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

PLAN CENTER: Metropolitan Subcenter

PROJECT MANAGER: EE/L. Link

CMP: Major SOV Capacity

NHPP:  
FC: 16

Est Let Date: 1/15/2026

MRPID:161

AQ Code:2035M

IPD: 21

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	955											
ROW	STP	382											
ROW	581	95											
UTL	STP			990									
UTL	581			248									
CON	STU					6,007							
CON	581					1,501							
CON	STU						5,700						
CON	581						1,425						
CON	BRIP							5,000					
CON	581							1,250					
		1,432	0	1,238	0	7,508	7,125	6,250	0	0	0	0	0
		Total FY2023-2026		2,670		Total FY2027-2030		20,883		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 3/3/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:TBD

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:

SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection

SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection

SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)

Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width

Proposed - 3 - 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)

Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width

Proposed - 1 - 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581	1,697											
ROW	STU									14,216			
ROW	581									3,555			
CON	STP									14,306			
CON	581									3,850			
CON	STP										1,094		
		1,697	0	0	0	0	0	0	0	35,927	1,094	0	0
		Total FY2023-2026			1,697	Total FY2027-2030			0	Total FY2031-2034			37,021



# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 48175 Ridge Pike: Belvoir Road to Chemical Road SR:0000

LIMITS: Belvoir Road to Chemical Road

Est Let Date: 2/16/2023

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:64

MUNICIPALITIES: Plymouth Township

FC: 14

AQ Code:2035M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	2,410											
CON	LOC	602											
CON	STU		1,410										
CON	LOC		352										
CON	STU			2,000									
CON	LOC			500									
CON	STU				3,000								
CON	LOC				750								
		3,012	1,762	2,500	3,750	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,024		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 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

**IMPROVEMENT** Roadway New Capacity

**MUNICIPALITIES:** Upper Merion Township

**PLAN CENTER:**

**PROJECT MANAGER:** EE/L. Link

**CMP:** Major SOV Capacity

**NHPP:** Y

**FC:** 14

No Let Date

MRPID:54

AQ Code:2035M

IPD: 16

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ROW	STP							581						
ROW	581							145						
UTL	STP									947				
UTL	581									237				
CON	NHPP										15,978			
CON	581										3,994			
		0	0	0	0	0	0	726	0	1,184	19,972	0	0	
		Total FY2023-2026				0	Total FY2027-2030				726	Total FY2031-2034		21,156

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

**LIMITS:** Over abandoned Reading Railroad Tracks

**IMPROVEMENT** Bridge Repair/Replacement

**MUNICIPALITIES:** Pennsburg Borough

**PLAN CENTER:** Rural Center

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

**CMP:** Not SOV Capacity Adding

**NHPP:** Y

**FC:** 14

Est Let Date: 8/17/2022

AQ Code:S2

IPD: 14

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	185	1,538												
CON	185		1,000											
CON	185			2,000										
		1,538	1,000	2,000	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			4,538	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 63486** **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

**LIMITS:** Johnson Highway to Township Line Road

Actl Let Date: 1/14/2021

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:56

**MUNICIPALITIES:** Whitpain Township; East Norriton Township; Norristown Borough

**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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	TOLL												
CON	NHPP*	10,000											
CON	TOLL												
CON	NHPP*		5,000										
		<b>10,000</b>	<b>5,000</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>Total FY2023-2026</b>		<b>15,000</b>		<b>Total FY2027-2030</b>				<b>Total FY2031-2034</b>			
						<b>0</b>				<b>0</b>			

# DVRPC FY2023-2026 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

Actl Let Date: 9/12/2019

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Tow FC: 14

AQ Code:2025M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	3,500											
		3,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,500		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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: 2/9/2022

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Montgomery Township

FC: 14; 16

AQ Code:2035M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	1,085											
CON	STP		4,967										
CON	TOLL												
CON	STU		118										
CON	TOLL												
CON	STU			3,085									
		1,085	5,085	3,085	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,255		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 64795** *Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045*

**LIMITS:** I-76 to Rock Hill Road

Est Let Date: 2/15/2024

**IMPROVEMENT** Roadway New Capacity

**NHPP:**

MRPID:120

**MUNICIPALITIES:** Lower Merion Township

**FC:** 16

AQ Code:2045M

**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.

\$21.214M out of an estimated \$44M (2021 CON estimate of \$30M) is programmed for construction in FY34. The construction balance that is not shown in FY34 is in the Long-Range Plan.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	768											
ROW	STU		107										
CON	STU												10,000
CON	BRIP												11,214
CON	STU												
CON	581												
		768	107	0	0	0	0	0	0	0	0	0	21,214
		Total FY2023-2026		875		Total FY2027-2030				0		Total FY2031-2034	
												21,214	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

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

LIMITS: Over Amtrak/SEPTA Paoli

Est Let Date: 6/8/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	2,121											
CON	183	397											
CON	LOC	132											
CON	STP		2,121										
CON	183		397										
CON	LOC		132										
		2,650	2,650	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,300		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS: US 422 to North Gulph Road

Est Let Date: 11/2/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	SXF		6,865										
CON	TOLL												
CON	STU			2,433									
CON	TOLL												
CON	STU				6,000								
		0	6,865	2,433	6,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,298		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

LIMITS: Over Wissahickon Creek

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitemarsh 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	507											
FD	183	95											
FD	LOC	32											
ROW	STP	109											
ROW	183	20											
ROW	LOC	6											
CON	BRIP					3,542							
CON	183					664							
CON	LOC					221							
		769	0	0	0	0	4,427	0	0	0	0	0	0
Total FY2023-2026		769				Total FY2027-2030				Total FY2031-2034			
		769				4,427				0			

MPMS# 74813 Ambler Pedestrian Sidewalk Improvements

LIMITS: Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 1/27/2022

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	375											
		375	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		375				Total FY2027-2030				Total FY2031-2034			
		375				0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

**LIMITS:** Allentown Road to Souderton Pike

Est Let Date: 10/21/2021

**IMPROVEMENT** Roadway New Capacity

**NHPP:** Y

MRPID:57

**MUNICIPALITIES:** Franconia Township; Hatfield Township; Hilltown Township

**FC:** 12; 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 19

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

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 12B, 14C

The PA 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU*	5,102											
CON	STP*	7,363											
CON	STU*		2,535										
		12,465	2,535	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 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: 4/13/2022

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF	2,546											
CON	185	477											
CON	LOC	159											
		3,182	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,182		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Pottstown Borough; North Coventry Township

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STP	54											
UTL	183	10											
UTL	LOC	4											
CON	STU		1,000										
CON	183		187										
CON	LOC		62										
CON	STP			4,946									
CON	183			927									
CON	LOC			309									
CON	STP				8,892								
CON	183				1,667								
CON	LOC				556								
		68	1,249	6,182	11,115	0	0	0	0	0	0	0	0
		Total FY2023-2026		18,614		Total FY2027-2030				0		Total FY2031-2034	
													0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 92637** *Pleasant View Rd/Sanatoga (Bridge)*

**New**

**LIMITS:** North of Linefield Rd and South of Sanatoga Station Rd over Sanatoga Crk on PI

Est Let Date: 1/13/2022

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Lower Pottsgrove Township

**FC:** 19

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pleasant View Road over Sanatoga 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	BRIP			225									
ROW	BRIP						50						
UTL	BRIP						100						
CON	BRIP							2,250					
		0	0	225	0	0	150	2,250	0	0	0	0	0
		Total FY2023-2026		225		Total FY2027-2030		2,400		Total FY2031-2034		0	

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

**LIMITS:** over the Skippack Creek

Est Let Date: 3/16/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	352											
CON	TOLL												
CON	BRIP	5,216											
		5,568	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,568		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 2/16/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU	509											
UTL	183	95											
UTL	LOC	32											
CON	STU	2,408											
CON	183	451											
CON	LOC	150											
CON	STU		3,000										
CON	183		562										
CON	LOC		187										
CON	STU			5,408									
CON	183			1,014									
CON	LOC			338									
		3,645	3,749	6,760	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		14,154		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 93015 Gravel Pike o/Swamp Creek (Bridge)

New

LIMITS: Lower Fredericks Township, Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Lower Frederick Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gravel Pike over Swamp 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		243										
FD	STU			1,007									
ROW	STU			100									
UTL	TOLL												
UTL	BRIP					50							
CON	BRIP									6,000			
CON	185									1,500			
		0	243	1,107	0	0	0	50	0	0	7,500	0	0
		Total FY2023-2026			1,350	Total FY2027-2030			50	Total FY2031-2034			7,500

MPMS# 98037 Niantic Road over Perkiomen Creek (Bridge)

LIMITS:

Est Let Date: 7/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185		174										
ROW	185		93										
UTL	185				26								
CON	185					1,851							
		0	267	0	26	1,851	0	0	0	0	0	0	0
		Total FY2023-2026			293	Total FY2027-2030			1,851	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 98225 *Butler Pike over Prophecy Creek (Bridge)*

LIMITS: over Prophecy Creek

Est Let Date: 5/11/2023

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.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034			
		0				0				0			



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

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

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

Est Let Date: 5/23/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581	5,074											
ROW	581		2,352										
UTL	TOLL												
UTL	CAQ		765										
CON	TOLL												
CON	CAQ					8,358							
		5,074	3,117	0	0	8,358	0	0	0	0	0	0	0
		Total FY2023-2026		8,191		Total FY2027-2030		8,358		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 103371 Woodmont Road Bridge Replacement (CB #10)

New

**LIMITS:**

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Woodmont Road over Arrowmink Creek, located in West Conshohocken Borough, Montgomery County. The bridge was constructed in 1932. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions. To maintain access to properties, half width construction will be investigated.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581			600									
FD	BRIP						400			200			
ROW	BRIP								110				
UTL	BRIP										4,450		
CON	BRIP												
		0	0	600	0	0	0	400	110	200	4,450	0	0
		Total FY2023-2026			600	Total FY2027-2030			510	Total FY2031-2034			4,650

MPMS# 103372 Waverly Road over Tacony Creek (County Bridge #275)

LIMITS: Waverly Road over Tacony Creek

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: L. Guarini

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	TOLL												
ROW	sSTP	25											
UTL	TOLL												
UTL	sSTP	25											
CON	TOLL												
CON	sSTP		1,300										
		50	1,300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			1,350	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 103440 Penllyn Pike Bridge Replacement (CB #289)

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Penllyn Pike (Penllyn Blue Bell Pike) over Wissahickon Creek, located in Whitpain Township, Montgomery County. The bridge was constructed in 1964. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PE	STU	375												
FD	185									300				
ROW	185											75		
UTL	185											50		
CON	185												4,400	
		375	0	0	0	0	0	0	0	0	300	125	4,400	
		Total FY2023-2026			375	Total FY2027-2030				0	Total FY2031-2034			4,825

# DVRPC FY2023-2026 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: Franconia Township; Hatfield Township; Hilltown Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 12/11/2026

MRPID:57

AQ Code:2035M

IPD: 19

CMP Subcorridor(s): 14C

The PA 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. Phase 3 will begin along Township Road just east of Hatfield Souderton Road, the terminus of Phase 2. Township Line Road will be widened and the intersection of Bethlehem Pike and Township Line Road will be totally reconstructed to include additional turn lanes. The proposed connector will continue after the intersection to follow existing Fairhill Road and the existing bridge over PA 309 will be reconstructed. The interchange will consist of two ramps, the northbound on ramp intersection will be a proposed roundabout with the proposed connector and existing Fairhill Road. Along Bethlehem Pike improvements will be made to the Bergey Road intersection to the south and Spur Road intersection and County Line Road intersection to the north. The intersection of Bethlehem Pike and County Line will be the location of a proposed roundabout to improve safety and traffic flow.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU		1,685										
ROW	581		421										
ROW	STU			2,000									
ROW	581			500									
ROW	STU				5,000								
ROW	581				1,000								
ROW	STU					3,000							
ROW	581					750							
ROW	STU						4,486						
ROW	STU						3,486						
ROW	581						1,993						
UTL	STU						5,073						
UTL	581						1,268						
CON	STU							5,406					
CON	STU								4,656				
CON	STU									28,399			
CON	STU										12,299		
		0	2,106	2,500	6,000	3,750	16,306	5,406	4,656	28,399	12,299	0	0
		Total FY2023-2026		10,606		Total FY2027-2030		30,118		Total FY2031-2034		40,698	

# DVRPC FY2023-2026 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: 1/26/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	TAU	850									
CON	TOLL										
		850	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			850	Total FY2027-2030			0	Total FY2031-2034	
										0	

# DVRPC FY2023-2026 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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP: Y  
FC: 14

Est Let Date: 9/10/2026

MRPID:175

AQ Code:S19

IPD: 10

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU		1,336										
FD	183		250										
FD	LOC		83										
UTL	STU			506									
UTL	183			95									
UTL	LOC			32									
CON	BRIP									17,475			
CON	581									3,276			
CON	LOC									1,091			
		0	1,669	633	0	0	0	0	0	21,842	0	0	0
		Total FY2023-2026		2,302		Total FY2027-2030		0		Total FY2031-2034		21,842	

# DVRPC FY2023-2026 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

Est Let Date: 4/3/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:176

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:R3

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>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>	<u>FY2033</u>	<u>FY2034</u>
FD	581	1,591											
ROW	581		738										
UTL	STP						3,306						
UTL	581						826						
CON	TOLL												
CON	STU							17,735					
		1,591	738	0	0	0	4,132	17,735	0	0	0	0	0
		Total FY2023-2026		2,329		Total FY2027-2030		21,867		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 5/25/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

MRPID:TBD

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STU	360											
FD	183	508											
FD	LOC	132											
ROW	STU	200											
ROW	183	3,772											
ROW	LOC	946											
UTL	183		326										
UTL	LOC		326										
CON	STU		14,959										
CON	183		2,804										
CON	TPK		21,050										
CON	LOC		935										
		5,918	40,400	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		46,318		Total FY2027-2030				0		Total FY2031-2034	
													0



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 110761 *Gilbertsvle Rd over Branch of Ministers Creek*

New

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Douglass Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gilbertsville Road over Ministers 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185				75								
FD	185							125					
ROW	185								75				
UTL	185									50			
CON	185										650		
		0	0	0	75	0	0	125	75	50	650	0	0
		Total FY2023-2026			75	Total FY2027-2030			200	Total FY2031-2034			700

MPMS# 110762 *Perkiomenville Road over Sciota Creek Bridge Replacement*

**LIMITS:**

Est Let Date: 9/26/2024

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Frederick Township

**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 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	169											
ROW	185		116										
UTL	185				25								
CON	STU				1,919								
CON	185				480								
		169	116	0	2,424	0	0	0	0	0	0	0	0
		Total FY2023-2026			2,709	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 4/17/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

The project will implement a 4-lane partial "road diet" configuration along Main Street (SR 3009) between Egypt Road (SR 4002) and Forest Avenue/West Airy Street. The existing four-lane undivided roadway will maintain two (2) through lanes in the westbound direction, one (1) lane eastbound, and a shared left-turn lane throughout the project limits with dedicated turn lanes at the signalized intersections. In addition to the improvements along Main Street, the intersection of Main Street & Egypt Road/Jefferson Avenue/Orchard Lane will be reconstructed as a 5-leg "hybrid roundabout". The "hybrid roundabout" will include a 2-lane exit for Main Street and a single lane exit for Egypt Road. Temporary and permanent right-of-way acquisitions will be required in the area of the "hybrid roundabout". The existing traffic signals at Schuylkill Avenue, Whitehall Road, and Forrest Avenue/West Airy Street will be modified, as necessary. The ADA and pedestrian facilities along the corridor will be evaluated and updated, as necessary, to meet current ADA standards.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	sHSIP			68									
UTL	sHSIP			34									
CON	sHSIP			4,774									
		0	0	4,876	0	0	0	0	0	0	0	0	0
Total FY2023-2026				4,876		Total FY2027-2030			0	Total FY2031-2034			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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	8,000											
		8,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				8,000		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 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	<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>	<u>FY2033</u>	<u>FY2034</u>	
CON	TOLL													
CON	RRX	50												
CON	TOLL													
CON	RRX		300											
		50	300	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			350	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 111492 Limekiln Pike Multimodal Safety Initiatives

LIMITS: Limekiln Pike between Dreshertown Plaza and Jarrettown Elementary

Est Let Date: 12/16/2021

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			750	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 4/14/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Schwenksville Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/D. Snyder

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	TAP	682												
		682	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			682	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 112232 I-76 Slope Repair Westbound

LIMITS:

Est Let Date: 1/12/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	581	2,364												
		2,364	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,364	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 114172 Dreshertown Rd CC Trl Ext (Competitive CMAQ)

#### LIMITS:

Est Let Date: 7/27/2023

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

Upper Dublin Township (UDT) and Municipal Authority (MA) committed to construction of the regional Cross County Trail along 2.5 miles through the Fort Washington Office Park. UDT and the MA have received 13 grants for over \$14.3 Million of the total \$22.8 Million estimated cost to install the trail from Pennsylvania Avenue to Susquehanna Road. Three projects are constructed and the remaining three will be constructed by 2021. UDT and MA are committed to extending this Circuit Trail to the municipal boundary at Welsh Road along Dreshertown Road. A Complete Streets approach is required to accommodate all transportation modes. The focus of this grant is Construction funding for the first phase of the overall program to extend the Cross County Trail 0.7 miles between Susquehanna Road and Beacon Hill/Bantry Drives, construct missing segments of sidewalk, widen Dreshertown Road north of Limekiln Pike to provide a common center left turn lane to Beacon Hill/Bantry Drives, upgrade traffic signals and replace a culvert to accommodate the trail and three lane roadway.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ		2,194										
CON	LOC		3,188										
		0	5,382	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,382		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 114944 Bethlehem Pike Safety Improvements

LIMITS: Sunnybrook Road to Paper Mill Road

Est Let Date: 1/23/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2035M

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP			1,497									
		0	0	1,497	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,497		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 114948** *Lancaster Avenue and Remington Road Intersection Improvements*

**LIMITS:** Lancaster Ave and Remington Rd

Est Let Date: 6/12/2025

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	sHSIP			90									
ROW	sHSIP			100									
UTL	sHSIP			50									
CON	sHSIP			1,202									
		0	0	1,442	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,442		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115428** *Sumneytown Pike Intersections Safety Improvements*

**LIMITS:** Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skipack Rd

Est Let Date: 6/12/2025

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	197											
ROW	HSIP		144										
UTL	HSIP			719									
CON	HSIP			2,186									
		197	144	2,905	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,246		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 115429** *Belmont Avenue and St. Asaphs Road Roundabout*

**LIMITS:** Belmont Avenue (SR 3045) and St Asaphs Road intersection

Est Let Date: 7/25/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	240												
ROW	HSIP		481											
UTL	HSIP			48										
CON	HSIP			2,457										
		240	481	2,505	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			3,226	Total FY2027-2030				0	Total FY2031-2034			0

**MPMS# 117963** *Old Allentown Road over Branch Towamencin Creek*

**New**

**LIMITS:**

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Upper Gwynedd Township

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Old Allentown Road over Branch Towamencin Creek.

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

TIP Program Years (\$ 000)													
Phase	Fund	<u>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>	<u>FY2033</u>	<u>FY2034</u>
FD	TOLL												
FD	BRIP	250											
CON	TOLL												
CON	BRIP							800					
		250	0	0	0	0	0	800	0	0	0	0	0
		Total FY2023-2026			250	Total FY2027-2030			800	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Montgomery

MPMS# 118005 *Black Rock Road over Tributary of Schuylkill River*

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Black Rock Road over Tributary of Schuylkill River.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	250												
CON	BRIP			1,000										
		250	0	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			1,250	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 118031 *PA 29 & PA 113*

New

LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Perkiomen Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 11A

This project will provide left turn lanes at all four approaches, a right turn lane on the southbound approach of SR 113, update signals and ADA ramps, and provide crosswalks

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	400											
FD	581					900							
ROW	581					300							
UTL	581					200							
CON	STU						590						
CON	STU							1,900					
CON	581							262					
CON	STU								248				
		400	0	0	0	1,400	590	2,162	248	0	0	0	0
		Total FY2023-2026			400	Total FY2027-2030			4,400	Total FY2031-2034			0



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

**MPMS# 118032** *Dekalb Street Two-Way Reconstruction*

**New**

**LIMITS:** Lafayette Street to Johnson Highway

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Norristown Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Linda Guarini

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 8E

The project will fund full-depth reconstruction of the final remaining segment of US 202 in Montgomery County, along with restriping and traffic signal installation to permit two-way traffic along DeKalb Street in the Municipality of Norristown.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PE	STU		500												
FD	581								1,500						
ROW	581									250					
UTL	581									500					
CON	STU											6,000			
		0	500	0	0	0	0	0	1,500	750	0	6,000	0		
Total FY2023-2026		500				Total FY2027-2030				1,500		Total FY2031-2034		6,750	

**MPMS# 118033** *PA 309 Connector HT4*

**New**

**LIMITS:** PA 63 Sumneytown Pike/Mainland Rd/Old Forty Foot Rd

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Towamencin Township

**FC:**

AQ Code:R3

**PLAN CENTER:**

IPD:

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

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 2A, 12B

Improvements will take place at PA 63 Sumneytown Pike/Mainland Rd./Old Forty Foot Rd. to improve traffic flow through the eastern edge of the previously completed Section HAT (16438). The scope includes reconfiguring access from Mainland Rd. onto PA 63 and increasing left turn lane capacity along PA 63 onto the PA Turnpike Northeast Extension (I-476) southbound slip ramp at Forty Foot Road.

TIP Program Years (\$ 000)															
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034		
PE	STU	200													
FD	STU		400												
ROW	581								300						
UTL	581								100						
CON	581								3,600						
		200	400	0	0	0	0	0	4,000	0	0	0	0		
Total FY2023-2026		600				Total FY2027-2030				4,000				Total FY2031-2034	0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Montgomery

MPMS# 118187 Central Avenue Grade Crossing

New

LIMITS: Central Avenue in Souderton Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Central Avenue, in Souderton Borough, Mountgomery County.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	RRX								325				
		0	0	0	0	0	0	0	325	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			325	Total FY2031-2034			0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Montgomery	\$88,872	\$108,835	\$58,782	\$45,314	\$301,803	\$164,840	\$204,166

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17215 70th, 71st, 72nd Streets over Amtrak

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections.

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

The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	2,000											
PE	183		1,000										
PE	183			1,500									
FD	183					6,000							
UTL	183								10,000				
CON	BRIP									10,445			
CON	BRIP										14,938		
CON	BRIP											31,617	
		2,000	1,000	1,500	0	0	6,000	0	10,000	10,445	14,938	31,617	0
		Total FY2023-2026			4,500	Total FY2027-2030			16,000	Total FY2031-2034			57,000

MPMS# 17511 City Ave o/ SEPTA (Bridge)

LIMITS: over SEPTA Cynwyd Line

Est Let Date: 2/16/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City; Lower Merion Township

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	3,873											
CON	185	968											
CON	STU		3,873										
CON	185		968										
		4,841	4,841	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			9,682	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 17678 *Spring Garden over Amtrak*

New

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project will rehabilitate or replace the Spring Garden Street Bridges over rail facilities, north of 30th St. Station..

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	183	1,000											
PE	183		1,000										
PE	183			1,500									
FD	183							5,250					
UTL	BRIP								9,500				
CON	BRIP								18,913				
CON	BRIP									9,361			
CON	183									1,426			
		1,000	1,000	1,500	0	0	0	5,250	28,413	10,787	0	0	0
		Total FY2023-2026			3,500	Total FY2027-2030			33,663	Total FY2031-2034			10,787

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

LIMITS: Woodland Avenue to Bartram Avenue

Est Let Date: 1/26/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	8,233											
CON	CAQ		8,233										
		8,233	8,233	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		16,466		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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

Actl Let Date: 7/29/2021

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BOF*	3,000											
		3,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030		0		Total FY2031-2034		0	

**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#108092 for CW107 package

See MPMS#108097 for CW109 package

See MPMS #108098 (CW ADA 2)

See MPMS #112500 (CW110)

See MPMS #112525 (CW111)

See MPMS #112527 (CW ADA 3)

See MPMS #116807 (CW ADA 4)

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 8/24/2023

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:** Y

MRPID:245

**MUNICIPALITIES:** West Philadelphia; Center City 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	185	2,300											
ROW	185		1,800										
ROW	185			1,500									
UTL	185	1,786											
UTL	185		500										
CON	NHPP		5,641										
CON	BRIP		10,000										
CON	185		3,910										
CON	BRIP			34,385									
CON	NHPP			6,939									
CON	185			10,331									
CON	BRIP				7,175								
CON	185				1,793								
CON	NHPP					9,304							
CON	BRIP					16,372							
CON	185					6,419							
CON	BRIP						20,683						
CON	185						5,170						
CON	BRIP							6,817					
CON	185							1,704					
		4,086	21,851	53,155	8,968	32,095	25,853	8,521	0	0	0	0	0
		Total FY2023-2026		88,060		Total FY2027-2030		66,469		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 12/12/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	185	318											
ROW	185		109										
UTL	185					119							
CON	TOLL												
CON	BRIP					7,403							
		318	109	0	0	7,522	0	0	0	0	0	0	0
		Total FY2023-2026		427		Total FY2027-2030		7,522		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 70231 Swanson Street Reconstruction

LIMITS: Delaware Avenue to Oregon Avenue

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/V. Fleysh

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 7/15/2023

MRPID:266

AQ Code:S10

IPD: 22

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,613											
FD	LOC	403											
ROW	STU*	5,000											
ROW	STU*	2,046											
CON	STU		1,000										
CON	LOC		250										
CON	STU			4,918									
CON	LOC			1,229									
CON	STU				5,264								
CON	LOC				1,316								
CON	STU					3,694							
CON	LOC					923							
		9,062	1,250	6,147	6,580	4,617	0	0	0	0	0	0	0
		Total FY2023-2026		23,039		Total FY2027-2030		4,617		Total FY2031-2034		0	



# DVRPC FY2023-2026 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 Bridge Repair/Replacement

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP		896										
CON	STP												5,958
		0	896	0	0	0	0	0	0	0	0	0	5,958
		Total FY2023-2026		896		Total FY2027-2030		0		Total FY2031-2034		5,958	

# DVRPC FY2023-2026 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: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/D. Griffith

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	185	1,000											
UTL	185		1,000										
UTL	185			1,000									
UTL	185				2,400								
CON	STU			2,000									
CON	185			500									
CON	STU				7,904								
CON	185				1,976								
		1,000	1,000	3,500	12,280	0	0	0	0	0	0	0	0
		Total FY2023-2026		17,780		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 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: 2/24/2022

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030				0			
		Total FY2031-2034								0			

# DVRPC FY2023-2026 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

**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: 5/15/2024

MRPID:97

AQ Code:A2

IPD: 21

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU		2,102										
CON	SXF		1,863										
CON	LOC		991										
		0	4,956	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,956		Total FY2027-2030				0		Total FY2031-2034	
													0

# DVRPC FY2023-2026 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

Actl Let Date: 11/5/2020

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	HSIP*	350											
UTL	TOLL												
		350	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		350		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 1/26/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	185	1,073												
ROW	TOLL													
ROW	BRIP	135												
UTL	TOLL													
UTL	BRIP	1,647												
CON	TOLL													
CON	BRIP	3,896												
CON	TOLL													
CON	BRIP		3,000											
		6,751	3,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		9,751		Total FY2027-2030				0	Total FY2031-2034			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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	NHPP*	690											
CON	NHPP*	2,500											
		3,190	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,190		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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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

Est Let Date: 1/29/2026

**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.

\$10M out of an estimated \$60M (2021 CON estimate of \$41M YOY'd to FY34) is programmed for construction in FY34. The construction balance that is not shown in FY34 is in the Long-Range Plan.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	1,013											
ROW	581	113											
UTL	NHPP			5,373									
UTL	581			597									
CON	STU												10,000
CON	NHPP												
CON	185												

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Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

	1,126	0	5,970	0	0	0	0	0	0	0	0	10,000
Total FY2023-2026	7,096			Total FY2027-2030	0			Total FY2031-2034	10,000			

MPMS# 88085 Byberry Road Bridge Replacement

LIMITS: Byberry Road over CSX Rail Line

Est Let Date: 4/13/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	STU*	87											
UTL	STU*	699											
CON	TOLL												
CON	BRIP	7,053											
CON	BRIP		1,610										
CON	TOLL												
CON	TOLL												
CON	BRIP			1,483									
CON	TOLL												
CON	BRIP				2,766								
CON	TOLL												
CON	BRIP					500							
		7,839	1,610	1,483	2,766	500	0	0	0	0	0	0	0
		Total FY2023-2026		13,698		Total FY2027-2030		500		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 91490** *Expressway Service Patrol - Philadelphia*

**LIMITS:** I-76, I-95, and I-676 in Philadelphia

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD: 25

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

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP	2,712											
CON	NHPP		2,713										
		2,712	2,713	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				5,425		Total FY2027-2030			0	Total FY2031-2034			0

**MPMS# 92147** *Broad St over Loading Dock (Bridge)*

**LIMITS:** North of Callohill Road to Noble Street on Broad Street

Actl Let Date: 5/7/2020

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	STU*	350											
		350	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				350		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 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: 6/20/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	STP	1,261											
FD	185	315											
ROW	185	164											
ROW	185	654											
UTL	TOLL												
UTL	BRIP					8							
UTL	TOLL												
UTL	BRIP						1,426						
CON	TOLL												
CON	BRIP					2,376							
CON	TOLL												
CON	BRIP						6,348						
CON	TOLL												
CON	BRIP							1,426					
		2,394	0	0	0	2,384	7,774	1,426	0	0	0	0	0
		Total FY2023-2026		2,394		Total FY2027-2030		11,584		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 96223 Philadelphia Signal Retiming

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: George Dunheimer ADE CONSTR CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently being 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 98229 59th Street over AMTRAK (Bridge)

LIMITS: 59th Street over AMTRAK

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/GANNETT/S. New

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/17/2025

MRPID:TBD

AQ Code:S19

IPD: 23

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.

This project is a component of the County Bridge Line Item (MPMS #95447).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	849											
FD	LOC	212											
UTL	183		1,614										
UTL	LOC		403										
UTL	183			1,328									
UTL	LOC			332									
UTL	183				3,238								
UTL	LOC				809								
CON	BOF			10,424									
CON	183			1,954									
CON	LOC			651									
CON	BOF				15,696								
CON	183				2,943								
CON	LOC				981								
CON	BOF					5,007							
CON	183					939							
CON	LOC					312							
		1,061	2,017	14,689	23,667	6,258	0	0	0	0	0	0	0
		Total FY2023-2026		41,434		Total FY2027-2030		6,258		Total FY2031-2034		0	

# DVRPC FY2023-2026 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

Est Let Date: 7/13/2023

**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.

This project is a component of the County Bridge Line Item (MPMS #95447).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	183	463											
UTL	LOC	116											
CON	STU		3,482										
CON	183		652										
CON	LOC		217										
CON	STU			1,000									
CON	183			187									
CON	LOC			62									
CON	STU				5,964								
CON	183				1,118								
CON	LOC				372								
		579	4,351	1,249	7,454	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,633		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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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 Barnes Street

Est Let Date: 9/30/2021

**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 Barnes Street in Philadelphia's East Falls and Wissahickon neighborhoods. 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, Geometric changes to a traffic island to reduce the turning radius for vehicles, Left turn lanes, A raised intersection, Bumpouts and medians, including sidewalk and ADA ramps, Roadway lighting, A shared-use bicycle and pedestrian path, High-friction surface treatments on horizontal curves, Pavement markings and signing, speed reduction pavement markings, Electronic speed feedback signs, Delineators and updated guide rail, Philadelphia Water Department drainage and water relocation, Interconnected and coordinated traffic signals, and Upgraded traffic signals including new mast arms, signal heads, pre-emption equipment, timing optimization with video and radar detection, and the addition of pedestrian countdown timers and accessible signals.

The anticipated benefits of this project are to: reduce the frequency of both reportable and non-reportable crashes that are 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU	325											
CON	sSTP	325											
CON	HSIP*	2,000											
		2,650	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,650		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 102274** **Schuylkill River Swing Bridge (TIGER)**

**LIMITS:** Schuylkill River south of Grays Ferry Ave.

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**MUNICIPALITIES:** Philadelphia City

**PLAN CENTER:**

**PROJECT MANAGER:** AECOM/A. Kim

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

Actl Let Date: 12/7/2017

MRPID:196

AQ Code:A2

IPD: 3

CMP Subcorridor(s): 10A

Part of the Schuylkill River Trail and the regional trail network, 'The Circuit,' this project will provide a bicycle and pedestrian connection between the Kingsessing and Grays Ferry neighborhoods of Philadelphia across the Schuylkill River, allowing users to access destinations and services throughout South and Southwest Philadelphia and Center City. Completing a river crossing in the vicinity of the Philadelphia, Wilmington & Baltimore Railroad Bridge No. 1, an abandoned swing bridge set in the 'open' position since its closing in 1976, will connect the recently completed Grays Ferry Crescent Trail with the Bartram's Mile Trail currently in design by Philadelphia Parks and Recreation, further connecting with the East Coast Greenway and Cobbs Creek Trail through the TIGER funded Bartram's Garden Trail and 58th Street Connector. The project will utilize portions of the abandoned bridge to construct a multi-purpose bicycle and pedestrian trail structure, replacing the main truss with a smaller, lighter movable span to maintain access for river traffic and reconstructing approach spans on both sides of the river including on-grade approaches. The crossing will also accommodate emergency vehicles. A conceptual study and initial engineering has been completed by the Schuylkill River Development Corporation (SRDC) with funding from DVRPC's Regional Trails Program and the Pennsylvania Department of Conservation & Natural Resources (DCNR).

The Circuit is a 750-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 Transportation Plan. Circuit trails will generally meet minimum design standards (10-feet wide, paved, and separated from traffic) 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 2.3%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country according to the 2013 American Community Survey.

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

This project has been awarded \$3,265,000 in Federal TIGER grant funding which will be used for construction.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	STU		2,500										
CON	TOLL												
CON	STU			2,500									
		0	2,500	2,500	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

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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: 12/14/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP	2,658											
ROW	581	664											
ROW	NHPP		8,658										
ROW	581		2,164										
ROW	STU			2,658									
ROW	581			664									
UTL	TOLL												
UTL	NHPP		5,796										
CON	NHPP		7,714										
CON	581		1,928										
CON	STU			5,290									
CON	NHPP			9,399									
CON	581			3,672									
CON	NHPP				3,000								
CON	581				750								
CON	NHPP					5,922							
CON	581					1,480							
CON	NHPP						5,000						
CON	581						1,250						



# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

CON	NHPP							3,025					
CON	581							756					
CON	NHPP								24,506				
CON	581								6,126				
CON	NHPP									17,714			
CON	581									4,428			
CON	NHPP										10,000		
CON	581										2,500		
		3,322	26,260	21,683	3,750	7,402	6,250	3,781	30,632	22,142	12,500	0	0
		Total FY2023-2026		55,015		Total FY2027-2030		48,065		Total FY2031-2034		34,642	

### 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:R3

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP		757										
PE	581		189										
FD	STU			881									
FD	581			220									
ROW	STP				41								
CON	STU												9,562
		0	946	1,101	41	0	0	0	0	0	0	0	9,562
		Total FY2023-2026		2,088		Total FY2027-2030		0		Total FY2031-2034		9,562	

# DVRPC FY2023-2026 TIP for PA

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## 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: 9/20/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

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 \$60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: \$25 million for amenities; and \$20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
UTL	NHPP	1,126												
CON	CAQ	9,208												
CON	NHPP*	16,436												
CON	SPK-STP	28,336												
CON	STU*	12,844												
CON	LOC	60,000												
CON	PRIV	20,000												
CON	PRIV	21,000												
CON	PRIV	4,000												
CON	CAQ		7,792											
CON	NHPP*		16,471											
CON	SPK-STP		13,451											
CON	STP*			1,000										
CON	STU*			525										
CON	SPK-STP			19,094										
CON	NHPP*			12,509										
CON	SPK-STP				20,619									
CON	STP*				305									
CON	NHPP*				32,549									
CON	NHPP*				31,167									
		172,950	37,714	33,128	84,640	0	0	0	0	0	0	0	0	
		Total FY2023-2026		328,432		Total FY2027-2030				0		Total FY2031-2034		0

# DVRPC FY2023-2026 TIP for PA

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## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	80											
PRA	581	20											
PRA	NHPP		80										
PRA	581		20										
		100	100	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		200		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 7/13/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP		1,607										
		0	1,607	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,607		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108092 Citywide Resurfacing 107

LIMITS: City of Philadelphia

Est Let Date: 9/30/2021

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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	STU*	7,716											
CON	STU*		2,284										
		7,716	2,284	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108097 Citywide Resurfacing 109

LIMITS: City of Philadelphia

Est Let Date: 2/13/2022

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STU*	2,114												
CON	STU*		1,000											
CON	STU*			3,132										
		2,114	1,000	3,132	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			6,246	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 108098 Citywide ADA Ramps 2

LIMITS: City of Philadelphia

Est Let Date: 9/16/2021

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	STP*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/S. New

CMP: Not SOV Capacity Adding

NHPP:  
FC: 16

Est Let Date: 8/24/2023

MRPID:TBD

AQ Code:S19

IPD: 14

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.

This project is a component of the County Bridge Line Item (MPMS #95447).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	183	1,080											
FD	LOC	269											
UTL	183		56										
UTL	LOC		14										
CON	STU			10,500									
CON	183			1,968									
CON	LOC			656									
CON	STU				7,778								
CON	183				1,458								
CON	LOC				486								
CON	STU					3,500							
CON	183					656							
CON	LOC					218							
		1,349	70	13,124	9,722	4,374	0	0	0	0	0	0	0
		Total FY2023-2026		24,265		Total FY2027-2030		4,374		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 108129 MLK Drive over Schuylkill River (Bridge)

LIMITS: MLK Drive

Est Let Date: 8/24/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	183	47											
UTL	LOC	12											
CON	STU		4,000										
CON	183		750										
CON	LOC		250										
CON	STU			2,000									
CON	183			375									
CON	LOC			125									
CON	STU				7,856								
CON	183				1,473								
CON	LOC				491								
		59	5,000	2,500	9,820	0	0	0	0	0	0	0	0
		Total FY2023-2026		17,379		Total FY2027-2030				0			
										Total FY2031-2034			
										0			



# DVRPC FY2023-2026 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: 2/20/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	BOF	1,199											
FD	183	179											
FD	LOC	60											
UTL	BOF		437										
UTL	183		82										
UTL	LOC		27										
CON	BOF			6,684									
CON	183			1,253									
CON	LOC			417									
CON	BOF				3,000								
CON	183				562								
CON	LOC				187								
CON	BOF					3,684							
CON	183					690							
CON	LOC					368							
		1,438	546	8,354	3,749	4,742	0	0	0	0	0	0	0
		Total FY2023-2026		14,087		Total FY2027-2030		4,742		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 110782** *Historic Shawmont Station*

**LIMITS:** Shawmont Avenue, Philadelphia

Est Let Date: 9/13/2021

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	100											
CON	TAU*	900											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 110958** *Castor Avenue Roundabout*

**LIMITS:** Castor Avenue (SR 1005) and Wyoming Avenue

Est Let Date: 8/10/2023

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	500											
CON	sHSIP		262										
		500	262	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		762		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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

Est Let Date: 3/30/2023

**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)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	206											
CON	HSIP		1,971										
		206	1,971	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,177		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

**MPMS# 111496** *Franklin Square Pedestrian Access Project*

**LIMITS:** Race Street: 6th St. - 8th St.

Est Let Date: 5/11/2023

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M. Merez

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP		432										
		0	432	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		432		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 111500** *Manayunk Canal Masonry Wall Restoration*

**LIMITS:** Manayunk Lower Locks (69 and 70)

Est Let Date: 4/27/2023

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/DVRPC/M, Meraz

**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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111505** *Mid-block Crossing in University City - Drexel University*

**LIMITS:** 33rd and 32nd Streets

Est Let Date: 5/11/2023

**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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	TAP	500											
CON	TAP		500										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 1/13/2022

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111507** *Cramp Elementary School Traffic Safety Improvements*

**LIMITS:** Philadelphia's Fairhill Neighborhood

Est Let Date: 5/11/2023

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

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

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	595											
CON	TAP		400										
		595	400	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				995		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 5/11/2023

**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.

The South Broad Street sidepath will connect NRG Station (formerly named Pattison Avenue and AT&T Station) to the Navy Yard through a sidepath on the west side of South Broad Street. The sidepath will run from Hartranft Street to the Navy Yard entrance at League Island Boulevard. To accommodate the sidepath near the Terminal Avenue intersection, the southbound lane configuration will be converted from two (2) left turn lanes and two (2) through lanes to one (1) left turn lane, one (1) shared left/through lane, and one (1) through lane. The project also proposes to include appropriate lighting, pavement markings and signage, and an upgrade of ADA facilities.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP	497											
CON	TAP		500										
		497	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		997		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111515** *Cherokee Street Bridge over Valley Green Road*

**LIMITS:** Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	sSTP		1,660										
		0	1,660	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,660		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 112463 ADA Ramps in Center City Philadelphia

LIMITS: Market, Chestnut and Walnut Streets in Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project will involve the repair or reconstruction of damaged and or deteriorated ADA curb ramps in various historic districts in Philadelphia along Market, Chestnut, and Walnut Streets between the Delaware and Schuylkill River.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>	
FD	TOLL													
FD	STU	149												
UTL	TOLL													
UTL	STU		22											
CON	TOLL													
CON	STU			2,161										
		149	22	2,161	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			2,332	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 112500 Citywide 3R 110

LIMITS: City of Philadelphia

Est Let Date: 3/16/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	255											
CON	STU	1,952											
CON	LOC	488											
CON	STP		2,690										
CON	STU		1,952										
CON	LOC		1,160										
CON	STU			2,025									
CON	LOC			506									
CON	STU				4,262								
CON	STP				878								
CON	LOC				1,285								
CON	STU					31,534							
CON	STP					819							



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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

CON	LOC					8,088							
CON	STU						608						
CON	LOC						152						
		2,695	5,802	2,531	6,425	40,441	760	0	0	0	0	0	0
		Total FY2023-2026		17,453		Total FY2027-2030		41,201		Total FY2031-2034		0	

## Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 112525 Citywide 3R 111

New

LIMITS: City of Philadelphia

No Let Date

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 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 will be milled and resurfaced with bituminous material and restriped. 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. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention.

34th, Poplar, Red Lion, Sedgley, and Warfield are all part of the National Highway System (NHS).

Potential Street Segments include:

21st St (G013) MARKET ST to OREGON AVE (Minor Arterial)  
 22nd St (G031/ G108) RIDGE AVE to W ERIE AVE (Collector/Minor Arterial)  
 34th St (G051) Walnut St to Market St; LANCASTER AVE to MANTUA AVE (Principal Arterial)  
 49th St (G520) Baltimore Ave to WOODLAND AVE (Collector)  
 58th St (G065) HOFFMAN AVE to LINDBERGH BLVD (Collector)  
 59th St (G230) LANSDOWNE AVE to LANCASTER AVE (Collector)  
 6th St (G002) WASHINGTON AVE to OREGON AVE (Collector)  
 7th St (G003) OREGON AVE to PATTISON AVE (Minor Arterial)  
 Arch St (G711) N 16TH ST to N 23RD ST (Collector)  
 Ashburner St (G118) FRANKFORD AVE to STATE RD (Minor Arterial)  
 Ashton Rd (G205) HOLME CIR to GRANT AVE (Minor Arterial)  
 Bells Mill Rd (G181) RIDGE AVE to GERMANTOWN AVE (Minor Arterial)  
 Bloomfield Ave (G158) PINE RD to KREWSTOWN RD (Collector)  
 Cecil B Moore Ave (G036) RIDGE AVE to N 33RD ST (Collector)  
 Cemetery/Chester Ave (G086/G527) 65TH ST to WOODLAND AVE (Minor Arterial)  
 Diamond St (G032) N 5TH ST to N 33RD ST (Minor Arterial)  
 Ford Rd (G152) GREENLAND DR to MONUMENT RD (Minor Arterial)  
 Front St (G005) E VENANGO ST to E ROOSEVELT BLVD (Collector)  
 Greenland Dr (G152) MARTIN LUTHER KING DR RAMP N to FORD RD (Minor Arterial)  
 Hagys Mill Rd (G182) PORT ROYAL AVE to SPRING LN (Minor Arterial)  
 Ivy Hill Rd (G499) STENTON AVE to CHELTENHAM AVE (Collector)  
 Lefevre/ Margaret St (G104) ARAMINGO AVE to RICHMOND ST (Minor Arterial)  
 Locust St (G709) W WASHINGTON SQ to S 18TH ST (Collector)  
 Manayunk Ave (G526) RIDGE AVE to ROXBOROUGH AVE (Collector)  
 Orthodox St (G102) ARAMINGO AVE to RICHMOND ST (Minor Arterial)  
 Oxford Ave (G121) FRANKFORD AVE to OXFORD CIR (Minor Arterial)  
 Packer Ave (G042) S FRONT ST to S BROAD ST (Minor Arterial)  
 Poplar Dr (G029) SEDGELEY DR to W GIRARD AVE (Principal Arterial)  
 Red Lion Rd (G164) CITY BOUNDARY to BUSTLETON AVE (Principal Arterial)  
 School House Ln (G105) GERMANTOWN AVE to RIDGE AVE (Minor Arterial)  
 Sedgley Dr (G029) KELLY DR to LEMON HILL DR (Principal Arterial)  
 Spring Ln (G181) HAGYS MILL RD to Ridge Ave (Minor Arterial)  
 Strawberry Mansion Brg (G152) MARTIN LUTHER KING DR RAMP N to STRAWBERRY MANSION DR (Minor Arterial)  
 Susquehanna Ave (G572) N Front St to N BROAD ST (Collector)  
 Tabor Rd (G083) RISING SUN AVE to ADAMS AVE (Minor Arterial)  
 Warfield St (G734) WHARTON ST to MOORE ST (Collector)  
 Wyncote Ave (G137) E CHELTEN AVE to OGONTZ AVE (Minor Arterial)  
 Wyoming Ave (G054) N BROAD ST to CASTOR AVE (Collector/ Minor Arterial)

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Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
PE	STP	424											
PE	581	106											
CON	STP					4,779							
CON	581					1,194							
CON	STP						1,754						
CON	STU						3,025						
CON	581						1,194						
CON	STP							4,779					
CON	581							1,194					
CON	STP								4,779				
CON	581								1,194				
CON	STP									4,779			
CON	581									1,194			
CON	STP										4,779		
CON	581										1,194		
CON	STP											4,779	
CON	581											1,194	
CON	STP												4,779
CON	581												1,194
		530	0	0	0	5,973	5,973	5,973	5,973	5,973	5,973	5,973	5,973
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		530				23,892				23,892			

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 112527** *Citywide ADA Ramps 3*

**LIMITS:** City of Philadelphia

Est Let Date: 7/13/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STP*	490											
FD	STP	1,305											
FD	LOC	327											
CON	STP		3,402										
CON	LOC		850										
CON	STP			3,699									
CON	LOC			924									
CON	STP				2,297								
CON	LOC				574								
		2,122	4,252	4,623	2,871	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,868		Total FY2027-2030				Total FY2031-2034			
						0				0			

**MPMS# 114942** *SR 0001 Roosevelt Blvd IHSDM Study*

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	sHSIP			950									
		0	0	950	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		950		Total FY2027-2030				Total FY2031-2034			
						0				0			

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## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115430** *Broad Street Corridor Safety Improvements*

**LIMITS:** Allegheny Avenue to the Roosevelt Boulevard

Est Let Date: 4/11/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	63											
UTL	HSIP		56										
CON	HSIP		826										
		63	882	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		945				Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115431** *Verree Rd Corridor Safety Improvements*

**LIMITS:** Bloomfield Avenue to Red Lion Road

Est Let Date: 3/3/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	201											
CON	HSIP		1,560										
		201	1,560	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		1,761				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115433 Welsh Road Corridor Safety Improvements

LIMITS: Alburger Avenue to Kismet Road

Est Let Date: 3/2/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	105											
UTL	HSIP	35											
CON	HSIP		2,209										
		140	2,209	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,349		Total FY2027-2030				0			
		Total FY2031-2034											

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 115434 Frankford Avenue Corridor Safety Improvements

LIMITS: Oxford St to Convent Lane

Est Let Date: 3/14/2024

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>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>	<u>FY2033</u>	<u>FY2034</u>
FD	HSIP	341											
CON	HSIP		2,497										
CON	HSIP			5,523									
		341	2,497	5,523	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,361		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 115435** 63rd Street Corridor Safety Improvements

**LIMITS:** 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	342											
ROW	HSIP	91											
CON	HSIP			5,209									
CON	HSIP				1,088								
		433	0	5,209	1,088	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,730		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 115440** Washington Lane Corridor Safety Improvements

**LIMITS:** Stenton Ave to Cheltenham Ave

Est Let Date: 5/25/2023

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	385											
CON	HSIP		2,000										
CON	HSIP			2,412									
		385	2,000	2,412	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,797		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115442 *Vine Street Corridor Safety Improvements*

LIMITS: 7th Street to Broad Street

Est Let Date: 12/11/2026

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	122											
CON	HSIP					1,567							
		0	122	0	0	1,567	0	0	0	0	0	0	0
Total FY2023-2026		122				Total FY2027-2030				Total FY2031-2034			
						1,567				0			

MPMS# 115444 *Wyoming Avenue Corridor Safety Improvements*

LIMITS: Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/14/2024

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	HSIP	114											
CON	HSIP	2,844											
		114	2,844	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		2,958				Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 115445 5th Street Corridor Safety Improvements

LIMITS: Spring Garden Street to Hunting Park Avenue

Est Let Date: 4/27/2023

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
FD	HSIP	286												
CON	HSIP		2,000											
CON	HSIP			2,658										
		286	2,000	2,658	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			4,944	Total FY2027-2030				0	Total FY2031-2034			0

MPMS# 115913 Philadelphia Trip Generation Model

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

The goal of this project is to develop a tool that can accurately quantify impacts of new, mixed-use developments in terms of total person-trips generated and mode shares of vehicular, transit, bicycle, and pedestrian; collect necessary data and apply and validate the tool for Philadelphia County. Phase I will focus on the software development. Phase II will be the model estimation and validation tasks, specifically to determine AM and PM peak period person trip rates for mixed-use developments in Philadelphia as a function of locations, dwelling units, parking supply and retail employment.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	82												
		82	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			82	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

MPMS# 116807 Citywide ADA Ramps 4

New

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/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 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	1,018											
PE	LOC	255											
FD	STU			720									
FD	LOC			180									
CON	STU					3,191							
CON	LOC					797							
CON	STU							6,648					
CON	LOC							1,662					
		1,273	0	900	0	0	3,988	8,310	0	0	0	0	0
		Total FY2023-2026		2,173		Total FY2027-2030		12,298		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

MPMS# 118014 2023 Bridge Painting Pkge

New

#### LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems.

67730102300033 Northwestern Avenue over Wissahickon Creek;  
 67730101900042 Southampton Road over Conrail;  
 67730100200079 Calumet Street over SEPTA;  
 67730102500094 Red Lion Road over Conrail;  
 67730100180103 18th Street over Conrail;  
 67730100900124 49th Street over SEPTA;  
 67730102700125 42nd Street over AMTRAK and Conrail;  
 67730100100135 Front Street over Conrail;  
 67730100100136 Front Street over AMTRAK;  
 67730100500145 Glenwood Avenue over SEPTA;  
 67730100600166 Kensington Avenue over Frankford Creek;  
 67730100300180 McCallum Street over Cresheim Creek;  
 67730100170234 17th Street over Conrail;  
 67730100170235 17th Street over SEPTA;  
 67730100200252 Scotts Lane over Roosevelt Boulevard;  
 67730100200268 20th Street over Conrail;  
 67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street);  
 67730100170309 17th Street over Penn Center Underground Street System

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	185	800											
FD	185							400					
UTL	BRIP								800				
CON	BRIP										4,750		
		800	0	0	0	0	0	400	800	0	4,750	0	0
		Total FY2023-2026			800	Total FY2027-2030			1,200	Total FY2031-2034			4,750

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Philadelphia

**MPMS# 118034** *Spring Garden Connector - Phase 1*

**New**

**LIMITS:** East of Broad

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:** Y

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway

Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users.

Design is funded locally with \$500,000 of Automated Speed Enforcement (ASE) funds, \$1,000,000 City Capital, \$1,000,000 PA DCNR Funds, and \$2,000,000 of private funds.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	OTH	1,000											
PE	PRIV	2,000											
FD	OTH		500										
FD	LOC		1,000										
CON	STU											26,000	
		3,000	1,500	0	0	0	0	0	0	0	0	26,000	0
		Total FY2023-2026		4,500		Total FY2027-2030		0		Total FY2031-2034		26,000	

**MPMS# 118035** *5th Street Improvements*

**New**

**LIMITS:** Roosevelt Blvd. to Godfrey Ave.

No Let Date

**IMPROVEMENT** Streetscape

**NHPP:** N

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/V. Fleysh

**CMP:** Not SOV Capacity Adding

To design and construct complete street improvements including signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	STU	810											
FD	581							540					
CON	581							2,000					
CON	581								1,929				
CON	581									3,025			
CON	581										2,046		
		810	0	0	0	0	0	2,540	1,929	3,025	2,046	0	0
		Total FY2023-2026		810		Total FY2027-2030		4,469		Total FY2031-2034		5,071	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Philadelphia

Total For Philadelphia	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$270,312	\$169,269	\$201,682	\$183,821	\$825,084	\$288,421	\$187,662

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	300											
		300	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		300		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 17928 PA 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
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 FY2023-2026		250		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 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 - \$6,000,000 (\$3,800,000 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)

# DVRPC FY2023-2026 TIP for PA

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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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	3,540											
CON	CAQ		8,107										
CON	CAQ			9,747									
CON	CAQ				7,847								
		3,540	8,107	9,747	7,847	0	0	0	0	0	0	0	0
		Total FY2023-2026		29,241		Total FY2027-2030				Total FY2031-2034			
									0				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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL	350											
PE	STU		350										
PE	TOLL												
PE	STU												
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		700		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 48203 *Aerial Photography*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

Aerial Photography on District 6-0 area.

TIP Program Years (\$ 000)														
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>	
STUD	TOLL													
STUD	STU		850											
		0	850	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		850		Total FY2027-2030			0		Total FY2031-2034		0	

MPMS# 51095 *ITS Program Integrator*

LIMITS:

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MRPID:236

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/V. Genua

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STP	400											
PRA	581	100											
PRA	STP		400										
PRA	581		100										
		500	500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927** *Regional Safety Initiatives (HSIP)*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

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

# DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP				23,971								
CON	HSIP					25,609							
CON	HSIP						27,176						
CON	HSIP							27,176					
CON	HSIP								27,176				
CON	HSIP									27,176			
CON	HSIP										27,176		
CON	HSIP											27,176	
CON	HSIP												27,176
		0	0	0	23,971	25,609	27,176	27,176	27,176	27,176	27,176	27,176	27,176
		Total FY2023-2026		23,971		Total FY2027-2030		107,137		Total FY2031-2034		108,704	

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	200											
PE	CAQ		200										
CON	581	100											
CON	581		100										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64652** *Transportation Community Development Initiative (TCDI)*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X3

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	TOLL												
PE	STU		1,200										
		0	1,200	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,200		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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

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Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAU	6,082											
CON	TAU		8,097										
CON	TAU			8,266									
CON	TAU				8,438								
CON	TAU					8,438							
CON	TAU						8,438						
CON	TAU							8,438					
CON	TAU								8,438				
CON	TAU									8,438			
CON	TAU										8,438		
CON	TAU											8,438	
CON	TAU												8,438
		6,082	8,097	8,266	8,438	8,438	8,438	8,438	8,438	8,438	8,438	8,438	8,438
		Total FY2023-2026		30,883		Total FY2027-2030		33,752		Total FY2031-2034		33,752	



# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
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 FY2023-2026		68,332		Total FY2027-2030		68,332		Total FY2031-2034		68,332	

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	712											
PRA	581	178											
PRA	STU		712										
PRA	581		178										
		890	890	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,780		Total FY2027-2030				Total FY2031-2034			
									0				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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ	120											
PE	581	30											
PE	CAQ		120										
PE	581		30										
		150	150	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		300		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	310											
PRA	581	78											
PRA	STU		310										
PRA	581		78										
		388	388	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		776				Total FY2027-2030		0		Total FY2031-2034		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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		5,000				Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	581	2,500											
PRA	581		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	770											
CON	STP		785										
CON	STP				16								
CON	STP					763							
CON	STP						816						
CON	STP							816					
CON	STP								816				
CON	STP									816			
CON	STP										816		
CON	STP											816	
CON	STP												816
CON	STP												
		770	785	0	16	763	816	816	816	816	816	816	816
		Total FY2023-2026		1,571		Total FY2027-2030		3,211		Total FY2031-2034		3,264	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79929 Bridge Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

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

### TIP Program Years (\$ 000)

Phase	Fund	<u>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>	<u>FY2033</u>	<u>FY2034</u>
CON	BOF	348											
CON	BRIP												
CON	BOF		88										
CON	BOF			2									
CON	185												
CON	BOF				2								
CON	185												
CON	BRIP												
CON	BOF					7,036							
CON	BOF						14,259						
CON	BRIP												
CON	BOF							18,634					
CON	BRIP												
CON	185												
CON	BOF												
CON	BRIP												
CON	BOF								16,566				
CON	185												
CON	BRIP												
CON	BOF									18,698			
CON	185									13,535			
CON	BRIP												
CON	BOF										18,698		
CON	185										13,793		
CON	BRIP												
CON	BOF											18,698	
CON	185											37,401	
CON	BRIP												
CON	BOF												18,698
CON	185												33,125
		348	88	2	2	7,036	14,259	18,634	16,566	32,233	32,491	56,099	51,823
		Total FY2023-2026		440		Total FY2027-2030		56,495		Total FY2031-2034		172,646	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 79980 STU Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STU	1,571											
CON	STU		1,602										
CON	581		158										
CON	STU												
CON	STU				32								
CON	581				1,024								
CON	STU					1,667							
CON	STU						1,667						
CON	STU							1,667					
CON	STU								1,667				
CON	STU									1,667			
CON	STU										1,667		
CON	581											1,667	
CON	STU												1,667
CON	581												
CON	STU												
CON	581												
		1,571	1,760	0	1,056	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667
		Total FY2023-2026		4,387		Total FY2027-2030		6,668		Total FY2031-2034		6,668	

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP					1							
		0	0	0	0	1	0	0	0	0	0	0	0
		Total FY2023-2026		0		Total FY2027-2030		1		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 83743 ADA Ramps Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

TIP Program Years (\$ 000)													
Phase	Fund	<u>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>	<u>FY2033</u>	<u>FY2034</u>
CON	STP		2,000										
CON	581		500										
		0	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,500		Total FY2027-2030		0		Total FY2031-2034		0	

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ	2,461											
CON	CAQ		909										
CON	CAQ			4,003									
CON	CAQ				4,003								
CON	CAQ					3,353							
CON	CAQ						11,965						
CON	CAQ							8,353					
CON	CAQ								11,965				
CON	CAQ									8,353			
CON	CAQ										11,965		
CON	CAQ											8,353	
CON	CAQ												11,965
		2,461	909	4,003	4,003	3,353	11,965	8,353	11,965	8,353	11,965	8,353	11,965
		Total FY2023-2026		11,376		Total FY2027-2030		35,636		Total FY2031-2034		40,636	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 84457** *Signal Retiming Program*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PWB/V. Fleysh

**CMP:** Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	350											
PRA	TOLL												
PRA	TOLL												
PRA	CAQ			350									
		350	0	350	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		700		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 86077** *Enhance and Maintain Travel Forecasting Tools - DVRPC*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** James Mosca

**CMP:** Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	454											
PRA	TOLL												
PRA	STU		454										
		454	454	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		908		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	NHPP	3,550											
CON	TOLL												
CON	NHPP		3,800										
CON	TOLL												
CON	NHPP			3,800									
		3,550	3,800	3,800	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		11,150		Total FY2027-2030				0		Total FY2031-2034	
													0

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183	2,253											
CON	LOC	563											
CON	183		2,133										
CON	LOC		533										
CON	183			1,291									
CON	LOC			322									
CON	183				1,455								
CON	LOC				363								
CON	183					934							
CON	LOC					233							
CON	183						8,158						
CON	LOC						2,039						
CON	183							6,318					
CON	LOC							1,579					
CON	183								15,610				
CON	LOC								3,902				

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## Various

	2,816	2,666	1,613	1,818	1,167	10,197	7,897	19,512	0	0	0	0
Total FY2023-2026	8,913				Total FY2027-2030	38,773				Total FY2031-2034	0	

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	190											
PRA	TOLL												
PRA	STU		190										
		190	190	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026				380				Total FY2027-2030			
									0	Total FY2031-2034			
												0	

# DVRPC FY2023-2026 TIP for PA

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## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	183			1,607									
CON	LOC			401									
CON	183				1,223								
CON	LOC				305								
CON	183					1,000							
CON	LOC					250							
CON	183						3,000						
CON	LOC						750						
CON	183							12,000					
CON	LOC							3,000					
		0	0	2,008	1,528	1,250	3,750	15,000	0	0	0	0	0
Total FY2023-2026				3,536		Total FY2027-2030		20,000		Total FY2031-2034		0	

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		6,720										
		0	6,720	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				6,720		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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: 5/26/2022

**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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185	3,435											
CON	185		118										
CON	185			1,305									
CON	185				3,500								
		3,435	118	1,305	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,358		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

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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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	CAQ	1,000											
CON	CAQ		1,000										
		1,000	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,000		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 104639 Travel Monitoring

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

#### Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

#### Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
PRA	STU	145												
PRA	TOLL													
PRA	TOLL													
PRA	STU		145											
		145	145	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			290	Total FY2027-2030				0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## 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:

No Let Date

MRPID:97

AQ Code:A2

IPD: 23

CMP: Not SOV Capacity Adding

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$5 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) Delaware - Chester Creek Trail Phase 2 MPMS# 116147;
- 3) Philadelphia - Parkside Cynwyd Trail MPMS# 116126;
- 4) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 5) Philadelphia -Spring Garden Street Greenway MPMS #105850
- 6) Philadelphia - Wissahickon Gateway Trail MPMS# 116125.

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.

Projects that were part of this Line Item and have since been broken out to their own individual projects are listed below:

- 1) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 2) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 3) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	CAQ		3,000										
CON	CAQ			3,500									
CON	CAQ				3,500								
		0	3,000	3,500	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581		250										
CON	581			250									
		0	250	250	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030			0	Total FY2031-2034			0

MPMS# 106649 Stormwater Permits/Environmental Mitigation Design

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581	750											
CON	581		750										
		750	750	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,500		Total FY2027-2030			0	Total FY2031-2034			0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 106654 I-95 Transportation Demand Mgt (TMA)

LIMITS:

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	250											
PRA	TOLL												
PRA	NHPP		250										
PRA	TOLL												
		250	250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		500		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

MPMS# 109847 ROW Divestment 6-0

LIMITS: Regionwide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

AQ Code:NRS

IPD:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581	1,600											
PE	581		1,000										
		1,600	1,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		2,600		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

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## 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP	368											
PRA	581	92											
PRA	NHPP		368										
PRA	581		92										
		460	460	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		920		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	CAQ	375											
PRA	TOLL												
PRA	CAQ		375										
		375	375	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		750		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 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

**IMPROVEMENT** Signal/ITS Improvements

**MUNICIPALITIES:** Upper Merion Township

**PLAN CENTER:**

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

Actl Let Date: 9/12/2019

MRPID:236

AQ Code:NRS

IPD: 20

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 \$59,952,000. 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 \$48,152,000 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	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	STU*	3,500											
CON	TOLL												
		3,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,500		Total FY2027-2030		0		Total FY2031-2034		0	

**MPMS# 111424** *Transportation Management Associations (TMA) SR:0000*

**LIMITS:** Region-wide

**IMPROVEMENT** Other

**MUNICIPALITIES:** Various

**PLAN CENTER:**

**PROJECT MANAGER:** Jackie Koons-Felion

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

No Let Date

AQ Code:A1

IPD:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		1,760										
PRA	LOC		440										
PRA	CAQ				1,760								
PRA	LOC				440								
		0	2,200	0	2,200	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,400		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	300											
PRA	TOLL												
PRA	TOLL												
PRA	STU		300										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		600		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113813 Group HB1 Bridge Rehabilitation

New

LIMITS: District Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Abington Township; Doylestown Borough; Haycock FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: V. Gaudiosi

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the following bridges:  
 SR 0063 Woodhaven Road (EB and WB) over Poquessing Creek in Philadelphia.  
 SR 0563 Mountain View Drive over Tohickon Creek in Bucks County  
 SR 2033 Woodbourne Road over Interstate 295 in Bucks County  
 SR 2043 Trevoise Road over Poquessing Creek in Bucks County  
 SR 2194 New Britain Road over Doylestown Bypass in Bucks County  
 SR 1002 Swedesford Road over Chester Valley Trail in Chester County  
 SR 1019 Charlestown Road over Pickering Creek in Chester County  
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County  
 SR 2036 Tyson Avenue over Susquehanna Road in 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TOLL												
CON	BRIP							8,500					
		0	0	0	0	0	0	8,500	0	0	0	0	0
		Total FY2023-2026			0	Total FY2027-2030			8,500	Total FY2031-2034			0

# DVRPC FY2023-2026 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		2,202										
PRA	LOC		551										
PRA	CAQ				2,202								
PRA	LOC				551								
		0	2,753	0	2,753	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,506		Total FY2027-2030				Total FY2031-2034			
						0				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.

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.
12. 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 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

## Pennsylvania - Highway Program (Status: TIP)

### Various

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 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	208											
PRA	581	52											
PRA	CAQ		208										
PRA	581		52										

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### Various

260	260	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		520		Total FY2027-2030				0		Total FY2031-2034		0

MPMS# 115962 PA Supportive Regional Highway Program (SRHPP)

#### LIMITS:

IMPROVEMENT Other

NHPP:

No Let Date

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project provides for county participation in the regional transportation planning process, for each of the five counties in the DVRPC region; Delaware, Chester, Bucks, Montgomery and Philadelphia, and the maintenance of county-level plans, programs, and data to support the regional transportation planning effort. It ensures local government and citizen coordination of regional and county planning activities, and provides technical assistance to local governments on regional, state, and county-level transportation projects. This project also covers DVRPC performing a travel mode counting program as well.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	698											
PRA	TOLL												
PRA	STU		698										
PRA	TOLL												
		698	698	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				1,396		Total FY2027-2030		0		Total FY2031-2034			0

MPMS# 117793 Systemic Improvements - Lane Departure

New

#### LIMITS:

IMPROVEMENT Other

NHPP:

No Let Date

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This project uses a systemic approach to identify locations that have an overrepresentation of fatal and serious injury lane departure crashes in curves where low-cost safety countermeasures can be constructed to reduce the number and severity of crashes.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sHSIP	1,000											
CON	sHSIP	2,000											
CON	sHSIP		1,000										
		3,000	1,000	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				4,000		Total FY2027-2030		0		Total FY2031-2034			0

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## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117796 Systemic Improvements - Vulnerable Users

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This systemic project will implement roadway context appropriate traffic calming strategies with specific focus on speed management to address non-motorized roadway user safety in urban and urban-core areas.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sHSIP	1,000											
CON	sHSIP		3,000										
		1,000	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117997 Bridge Investment Program Line Item

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda 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.

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>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>	<u>FY2033</u>	<u>FY2034</u>				
CON	BRIP	14															
CON	BRIP		14														
CON	BRIP			14													
CON	BRIP				14												
CON	BRIP					14											
CON	BRIP						14										
CON	BRIP							14									
CON	BRIP								14								
CON	BRIP									14							
CON	BRIP										14						
CON	BRIP											14					
CON	BRIP												14				
		14	14	14	14	14	14	14	14	14	14	14	14				
Total FY2023-2026		56				Total FY2027-2030				56				Total FY2031-2034		56	



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## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 118015 CMAQ Flex for SEPTA Projects of Significance Line Item

New

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Not SOV Capacity Adding

This project is for CMAQ funds to be FLEXed to SEPTA in order to support the Trolley Modernization, KOP Rail Extension, Bus Revolution, and Rail Fleet Replacements projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	CAQ			20,379									
PE	CAQ				23,283								
PE	CAQ					30,884							
PE	CAQ						30,630						
PE	CAQ							34,242					
PE	CAQ								30,630				
PE	CAQ									34,242			
PE	CAQ										30,630		
PE	CAQ											34,242	
PE	CAQ												30,630
		0	0	20,379	23,283	30,884	30,630	34,242	30,630	34,242	30,630	34,242	30,630
		Total FY2023-2026			43,662	Total FY2027-2030			126,386	Total FY2031-2034			129,744

MPMS# 118036 HSIP Supportive Line Item

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Linda Guarini

CMP: Not SOV Capacity Adding

This Line Item has been established to assist in delivering HSIP funded projects with elements that are not HSIP eligible.

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CON	581					2,000								
		0	0	0	0	2,000	0	0	0	0	0	0	0	
Total FY2023-2026		0				Total FY2027-2030				Total FY2031-2034				0
						2,000				0				

Total For Various	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$64,005	\$80,485	\$72,320	\$101,012	\$317,822	\$506,947	\$563,802

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## Transit Projects for the Draft FY2023 TIP for Pennsylvania

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# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### PennDOT

MPMS# 93586      **Downingtown Train Station Rehabilitation**

**Return**

#### LIMITS:

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:** Downingtown Borough

**FC:**

AQ Code:2035M

**PLAN CENTER:** Town Center

IPD: 16

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

CMP Subcorridor(s): 7E

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design.

The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking.

Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks, full electrification, and full grade separation from the highway grid. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station. Amtrak ridership numbers for the station are 81,326 (FFY 2019).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	5337	20,800											
CON	341	5,200											
CON	5337		20,320										
CON	5307		10,740										
CON	341		7,765										
CON	5307			9,000									
CON	5337			20,000									
CON	341			7,250									
CON	5337				10,000								
CON	341				2,500								
		26,000	38,825	36,250	12,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		113,575		Total FY2027-2030			0	Total FY2031-2034			0

Total For PennDOT	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$26,000	\$38,825	\$36,250	\$12,500	\$113,575	\$0	\$0

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds. Capital projects planned in FY23-26 include (also see MPMS# 95739): FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
OP	5307	773											
OP	1513	1,476											
OP	LOC	108											
OP	5307		813										
OP	1513		1,550										
OP	LOC		113										
OP	5307			854									
OP	1513			1,628									
OP	LOC			119									
OP	5307				897								
OP	1513				1,709								
OP	LOC				125								
		2,357	2,476	2,601	2,731	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,165		Total FY2027-2030				0		Total FY2031-2034	
													0

# DVRPC FY2023-2026 TIP for PA

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## 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:M7

PLAN CENTER:

IPD:

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to begin replacing aging shelters, amenities, and equipment to maintain a state-of-good repair and achieve the TAM goals set out in the PA TAM Group Plan.

Capital projects planned in FY23-26 include: FY 22 Rolling stock; FY23 Shelter replacement \$230,000; FY24 Shelter amenities \$10,000; FY25 Lift replacement \$60,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove Townships, Limerick Township, and North Coventry Township in both Chester and Montgomery Counties. PART receives an annual apportionment of Federal Section 5307 Funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes

TIP Program Years (\$ 000)														
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
CAP	5307	24												
CAP	ARPA	200												
CAP	1517	3												
CAP	LOC	3												
CAP	5307		8											
CAP	1517		1											
CAP	LOC		1											
CAP	5307			48										
CAP	1517			6										
CAP	LOC			6										
CAP	5307				160									
CAP	1517				20									
CAP	LOC				20									
		230	10	60	200	0	0	0	0	0	0	0	0	
		Total FY2023-2026			500	Total FY2027-2030				0	Total FY2031-2034			0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Pottstown	\$2,587	\$2,486	\$2,661	\$2,931	\$10,665	\$0	\$0



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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, completed in 2019. 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 \$31.46M. Funding is programmed as follows: Prior year funds in the amount of \$21.01M, and \$10.45M in FY 2024 - FY 2026.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514		484										
ERC	LOC		16										
ERC	1514			5,577									
ERC	LOC			186									
ERC	1514				4,052								
ERC	LOC				135								
		0	500	5,763	4,187	0	0	0	0	0	0	0	0
		Total FY2023-2026		10,450		Total FY2027-2030			0	Total FY2031-2034			0

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAL	5337	44,612											
CAL	1514	11,781											
CAL	LOC	393											
CAL	5337		47,280										
CAL	1514		12,468										
CAL	LOC		416										
CAL	5337			28,605									
CAL	1514			7,493									
CAL	LOC			766									
CAL	5337				42,160								
CAL	1514				11,330								
CAL	LOC				378								
CAL	5307					12,462							
CAL	1514					3,015							
CAL	LOC					100							
CAL	5337						50,446						
CAL	1514						13,447						
CAL	LOC						448						
CAL	5337							54,811					
CAL	1514							14,556					
CAL	LOC							485					
CAL	5337								56,455				
CAL	1514								15,009				
CAL	LOC								500				
CAL	5337									58,150			
CAL	1514									15,476			
CAL	LOC									516			
CAL	5337										59,893		
CAL	1514										15,953		
CAL	LOC										532		
CAL	5337											61,690	
CAL	1514											16,443	
CAL	LOC											548	
CAL	5337												63,541
CAL	1514												16,949
CAL	LOC												565

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

56,786	60,164	36,864	53,868	15,577	64,341	69,852	71,964	74,142	76,378	78,681	81,055
Total FY2023-2026		207,682		Total FY2027-2030		221,734		Total FY2031-2034		310,256	

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. 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.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	1514	12,233											
PUR	LOC	408											
PUR	1514		12,790										
PUR	LOC		426										
PUR	1514			10,271									
PUR	LOC			342									
PUR	1514				9,293								
PUR	LOC				310								
PUR	1514					11,919							
PUR	LOC					397							
PUR	1514						9,712						
PUR	LOC						324						
PUR	1514							9,447					
PUR	LOC							315					
PUR	1514								9,672				
PUR	LOC								322				
PUR	1514									9,904			
PUR	LOC									330			
PUR	1514										10,016		
PUR	LOC										334		
PUR	1514											10,770	
PUR	LOC											359	
PUR	1514												10,645
PUR	LOC												355
Total FY2023-2026		12,641	13,216	10,613	9,603	12,316	10,036	9,762	9,994	10,234	10,350	11,129	11,000
Total FY2027-2030						42,108				Total FY2031-2034		42,713	

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60275 Debt Service

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017- \$156.88M (Final year of debt service funding for Series 2011-2017 Bonds - FY 2029)

Acquisition of 120 Silverliner 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. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of \$319.7 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 \$29.4 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 Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - \$103.25M (Final year of debt service funding for Series 2017-2019 Bonds - FY2028)

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 - \$241.90M (Refinancing in FY 2022)

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. This loan will be refinanced as part of the Bond Issuance SEPTA is undertaking in calendar year 2022.

Payments on Capital Grant Receipts Bonds, Series 2020 - \$130.89M (Final year of debt service funding for other Capital Financing – FY 2032)

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- \$984.50M (Final year of debt service funding for other Capital Financing (Estimated – FY 2034)

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 M to support SEPTA's capital program. This approval is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
DS	5337	12,377											
DS	5307	8,786											
DS	PTAF 44	11,728											
DS	1514	29,314											
DS	OTH	241,897											
DS	LOC	1,381											
DS	5337		12,375										
DS	5307		8,783										
DS	PTAF 44		11,730										
DS	1514		29,313										
DS	LOC		1,381										
DS	5307			8,786									
DS	5337			12,374									
DS	PTAF 44			11,724									
DS	1514			47,328									
DS	LOC			1,981									
DS	5337				12,377								
DS	5307				8,785								
DS	PTAF 44				11,727								
DS	1514				58,581								
DS	LOC				2,356								
DS	5337					12,374							
DS	5307					8,786							
DS	PTAF 44					10,515							
DS	1514					69,836							
DS	LOC					2,690							
DS	5307						8,785						
DS	5337						12,373						
DS	1514						81,092						
DS	LOC						2,702						
DS	5307							8,784					
DS	1514							89,351					
DS	LOC							2,978					
DS	5307								8,785				
DS	1514								100,611				
DS	LOC								3,353				
DS	5307									8,782			
DS	1514									111,865			
DS	LOC									3,728			
DS	1514										120,993		
DS	LOC										4,032		
DS	1514											132,249	
DS	LOC											4,407	
DS	1514												143,507
DS	LOC												4,782
		305,483	63,582	82,193	93,826	104,201	104,952	101,113	112,749	124,375	125,025	136,656	148,289
		Total FY2023-2026		545,084		Total FY2027-2030		423,015		Total FY2031-2034		534,345	

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Federal Preventive Maintenance provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
OP	5337					36,200							
OP	LOC					9,050							
OP	5337						36,200						
OP	LOC						9,051						
OP	5337							36,200					
OP	LOC							9,050					
OP	5337								36,200				
OP	LOC								9,050				
OP	5337									6,892			
OP	5307									29,308			
OP	LOC									9,050			
OP	5307										4,753		
OP	5337										31,447		
OP	LOC										9,050		
OP	5307											2,366	
OP	5337											33,834	
OP	LOC											9,050	
OP	5337												36,200
OP	LOC												9,050
		0	0	0	0	45,250	45,251	45,250	45,250	45,250	45,250	45,250	45,250
		Total FY2023-2026			0	Total FY2027-2030			181,001	Total FY2031-2034			181,000

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 60335** **City Hall / 15th Street Stations**

**LIMITS:** City Hall / 15th Street Station in Philadelphia

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Center City Philadelphia

**PLAN CENTER:** Metropolitan Center

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

**NHPP:**

**FC:**

No Let Date

MRPID:AD

AQ Code:M8

IPD: 14

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 \$189.04M (Prior year funds - FY 2029).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	13,307											
ERC	LOC	443											
ERC	1514		12,687										
ERC	LOC		423										
ERC	1514			14,323									
ERC	LOC			477									
ERC	1514				19,839								
ERC	LOC				661								
ERC	1514					19,746							
ERC	LOC					661							
ERC	1514						17,358						
ERC	LOC						578						
ERC	1514							12,792					
ERC	LOC							426					

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Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

13,750	13,110	14,800	20,500	20,407	17,936	13,218	0	0	0	0	0
Total FY2023-2026		62,160		Total FY2027-2030		51,561		Total FY2031-2034		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:

- Conshohocken Station Parking Garage\* - \$38.22M (Prior Years - FY2025)

Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. The following projects listed under the previous capital budget will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is more clear.

- 69th Street Transportation Center Parking Garage
- Gwynedd Valley Station Parking
- Ivy Ridge Parking
- Noble Station Parking Garage and Storage Track
- Philmont Station Parking
- Fern Rock Transportation Center Complex

\*\$8M of FHWA CMAQ Flex funding is programmed in FY 2023 of MPMS #111005 to fully fund the project.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307		3,776										
ERC	1514		914										
ERC	LOC		30										
		0	4,720	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026			4,720			Total FY2027-2030			0	Total FY2031-2034			0



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS: Paoli Transportation Center in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:E

AQ Code:M8

IPD: 19

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.

The project includes two phases. Phase 1, completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, improved station access. 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. This companion project needs to be completed prior to advancement of Phase 2. The estimated cost is \$50.28M (FY 2028 - FY 2034 Design and Construction).

Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	
ERC	1514									2,419				
ERC	LOC									81				
ERC	OTH										11,550			
ERC	OTH											12,740		
ERC	OTH												23,490	
		0	0	0	0	0	0	0	0	2,500	11,550	12,740	23,490	
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034		50,280

# DVRPC FY2023-2026 TIP for PA

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## 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 and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age 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 overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2023 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and support vehicles and equipment.

Highlights of rail transit campaigns for Fiscal Year 2023 include: M-4 LCU Software Upgrade; M-4 carbody bolster repairs. Regional Rail campaigns include Push-Pull cab/coach center door overhaul, HVAC control box upgrade and various Silverliner IV equipment and system overhauls.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	44,132											
CAP	5307	27,868											
CAP	1514	17,420											
CAP	LOC	581											
CAP	5307		25,995										
CAP	5337		43,346										
CAP	1514		17,260										
CAP	LOC		575										
CAP	5307			28,000									
CAP	5337			24,390									
CAP	1514			17,043									
CAP	LOC			568									
CAP	5337				33,201								
CAP	5307				30,800								
CAP	1514				15,484								
CAP	LOC				516								
CAP	5337					16,227							
CAP	1514					3,926							
CAP	LOC					131							
CAP	5307						40,418						
CAP	1514						47,983						
CAP	LOC						1,599						
CAP	5337							19,999					
CAP	5307							28,000					
CAP	1514							42,387					

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	LOC							1,413					
CAP	5307								28,324				
CAP	5337								8,443				
CAP	1514								55,033				
CAP	LOC								1,834				
CAP	5307									28,001			
CAP	5337									48,406			
CAP	1514									18,486			
CAP	LOC									616			
CAP	5307										28,002		
CAP	5337										49,935		
CAP	1514										18,855		
CAP	LOC										628		
CAP	5307											28,000	
CAP	5337											51,494	
CAP	1514											19,233	
CAP	LOC											640	
CAP	5307												28,000
CAP	5337												53,084
CAP	1514												19,617
CAP	LOC												655
		90,001	87,176	70,001	80,001	20,284	90,000	91,799	93,634	95,509	97,420	99,367	101,356
		Total FY2023-2026		327,179		Total FY2027-2030		295,717		Total FY2031-2034		393,652	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60599 Paratransit Vehicle Purchase

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:

The flexibility to rapidly exchange vehicles between carrier networks should the need arise

Creates an economic incentive for carriers to provide quality service

More control over fleet composition and standardization of the fleet

More control over vehicle design features.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5307	967											
PUR	1514	234											
PUR	LOC	8											
PUR	5307		1,662										
PUR	1514		402										
PUR	LOC		13										
PUR	5307			6,499									
PUR	1514			1,572									
PUR	LOC			52									
PUR	5307				6,400								
PUR	1514				1,548								
PUR	LOC				52								
PUR	5307					6,528							
PUR	1514					1,579							
PUR	LOC					53							
PUR	5307						6,590						
PUR	1514						1,594						
PUR	LOC						53						
PUR	5307							7,587					
PUR	1514							1,836					
PUR	LOC							61					
PUR	5307								6,928				
PUR	1514								1,676				
PUR	LOC								56				
PUR	5307									7,066			
PUR	1514									1,710			
PUR	LOC									57			
PUR	5307										7,207		
PUR	1514										1,744		
PUR	LOC										58		
PUR	5307											7,352	
PUR	1514											1,779	
PUR	LOC											59	
PUR	5307												7,498

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

PUR	1514									1,814			
PUR	LOC									60			
		1,209	2,077	8,123	8,000	8,160	8,237	9,484	8,660	8,833	9,009	9,190	9,372
		Total FY2023-2026			19,409	Total FY2027-2030			34,541	Total FY2031-2034			36,404

**MPMS# 60611** **SEPTA Key (Fare Collection System/New Payment Technologies)**

**LIMITS:** System-wide

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Various

**PLAN CENTER:**

**PROJECT MANAGER:**

**NHPP:**

**FC:**

**CMP:** Not SOV Capacity Adding

No Let Date

MRPID:B

AQ Code:M5

IPD:

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 \$315M. Funding is programmed as follows: Prior year funds in the amount of \$310M and \$5M in FY 2023.

Project status updates are available online at <http://www.septa.org/key/>.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	4,000											
CAP	1514	968											
CAP	LOC	32											
		5,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

**MPMS# 60636** *Elwyn to Middletown Service Restoration*

**LIMITS:** Elwyn to Wawa, Delaware County

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** Middletown Township

**PLAN CENTER:**

**PROJECT MANAGER:**

**NHPP:**

**FC:**

No Let Date

MRPID:P

AQ Code:2025M

IPD: 16

CMP Subcorridor(s): 5B

**CMP:** Not SOV Capacity Adding

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 \$197.21M. Funding is programmed as follows: Prior year funds in the amount of 184.50M and \$12.71M in FY 2023.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
ERC	1514	12,301											
ERC	LOC	410											
		12,711	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		12,711		Total FY2027-2030				Total FY2031-2034			
						0				0			

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Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 60651 Substations and Power Improvements

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:

- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - \$18.50M (FY 2028 – FY 2034)
- Substation Design and Equipment Purchase - \$28.23M (Prior Years – FY 2024)

Power Program:

- 30th Street West Catenary Replacement - \$77.00M (Prior Years – FY 2027)

Railroad Substation:

- Railroad Substation 18th Street Switching Station - \$13M (FY 2023 – FY 2025)
- Railroad Substation Brill - \$12.8M (FY 2025 – FY 2028)
- Railroad Substation Chestnut Hill - \$22.54M (FY2022 – FY 2026)
- Railroad Substation Cresheim Valley - \$25.79M (FY 2022 – FY 2026)
- Railroad Substations Lansdale, Hatboro, & 12th/Portal - \$31.54M (FY 2019 – FY 2022)
- Wayne Junction Static Frequency Converters #1-4 - \$85.70 (Design - Prior Years - FY2021) (Construction - FY 2022 – FY 2027)
- Railroad Substation Woodbourne - \$23.79M (FY2023 - FY2026)

Transit Substations Program:

- Transit Substation Ellen - \$12.68M (FY 2025 – FY 2028)
- Transit Substation Market - \$12.50M (FY 2022- FY2024)
- Transit Substations Park, Broad, Loudon, Castor - \$19.95M (FY2022 - FY2024)
- Transit Substation Ranstead - \$12.68M (FY 2027– FY 2029)

Transit Substation Program - \$140M (FY 2028 - FY 2034)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	8,056											
ERC	1514	1,949											
ERC	LOC	65											
ERC	OTH	15,000											
ERC	5337		15,954										
ERC	1514		3,860										
ERC	LOC		129										
ERC	OTH		5,000										
ERC	5337			22,594									
ERC	1514			5,466									
ERC	OTH			14,000									
ERC	LOC			182									
ERC	5337				32,966								
ERC	1514				7,976								
ERC	LOC				266								
ERC	5337					25,070							
ERC	1514					6,065							

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	OTH				5,120								
ERC	LOC				202								
ERC	5337					26,477							
ERC	1514					6,406							
ERC	LOC					213							
ERC	5337						9,510						
ERC	1514						2,301						
ERC	LOC						77						
ERC	5337							13,600					
ERC	1514							3,290					
ERC	LOC							110					
ERC	5337								28,800				
ERC	1514								6,968				
ERC	LOC								232				
ERC	5337									6,276			
ERC	1514									1,518			
ERC	OTH									40,000			
ERC	LOC									51			
ERC	5337										4,960		
ERC	1514										1,200		
ERC	OTH										40,000		
ERC	LOC										40		
ERC	5337											2,053	
ERC	1514											497	
ERC	LOC											17	
ERC	OTH											40,000	
		25,070	24,943	42,242	41,208	36,457	33,096	11,888	17,000	36,000	47,845	46,200	42,567
		Total FY2023-2026		133,463		Total FY2027-2030		98,441		Total FY2031-2034		172,612	



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Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 73214 *Ardmore Transportation Center*

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:M8

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.

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. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes more clear.

The total project cost (Phases 1 & 2) is \$79.65M. The Phase 1 budget is \$53.60M Funding is programmed as follows: Prior year funds in the amount of \$50.6M. The Phase 2 budget is \$26.05M (Construction TBD).

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307		2,400										
ERC	1514		581										
ERC	LOC		19										
		0	3,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,000		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

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Final Version

## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

LIMITS: System-wide stations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:

- ADA Bridge Plates - \$2.21M (FY 2020 – FY 2023)
- Bicycle Transit Access Program - \$2.26M (Ongoing)
- Center City Concourses Improvements - \$59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - \$40M (FY 2021 – FY 2025)

Regional Rail Station ADA Accessibility and Improvement Program

- Bristol Station on Trenton line - \$30M (FY 2022- FY 2023 Design) (FY 2024 – FY 2026 Construction)
- Chestnut Hill East ADA Improvements - \$11.17M (FY 2021 – FY 2026)
- Conshohocken Station - \$15.00M (Prior Years – FY 2024)
- Jenkintown-Wyncote Station - \$50.28 (Prior Years – FY 2026)
- Malvern Station High Level Platforms - \$15.26M (FY 2022 – FY 2027)
- Marcus Hook Station - \$22.50M (FY 2022 – FY 2037)
- Noble Station on the West Trenton Line - \$28.20M – (Prior Year – FY 2023 Design) (FY 2027 – FY 2031 Construction)
- Regional Rail Roof Program - \$12M (Ongoing)
- Swarthmore Station - \$7.96M (FY 2022 – FY 2025)
- Willow Grove Station - \$39.44M (Prior Years - FY2023 Phase 1) (FY 2024 - FY 2033 Phase 2)

Broad Street Subway Stations

- Design for Broad Street Subway Station ADA Accessibility - \$12.48M (FY 2022 – FY 2024)
- Chinatown Station on the Broad-Ridge Spur - \$10M (FY 2025 – FY 2028)
- Ellsworth-Federal Station - \$19.82M (FY 2022 – FY 2031)
- Erie Station on the Broad Street Line - \$23.27M (Prior Years – FY 2025)
- Fairmount Station - \$35.05M (Prior Years – FY 2028)
- Hunting Park Station - \$24.76M (FY 2022 – FY 2030)
- Logan Station - \$24.76M (FY 2022 - FY2030)
- Lombard-South Station - \$19.82M (FY 2022 - FY2032)
- Snyder Station - \$30.36M (FY 2022 - FY2026)
- Susquehanna-Dauphin Station - \$23.87M (Prior Years - FY2026)
- Tasker-Morris Station - \$19.21M - (Prior Years - FY2023)
- Wyoming Station - \$24.76M (FY 2022 - FY2029)

Market Frankford Line Stations

- 11th Street Station - \$23.81M (Prior Years – FY 2025)
- 34th Street Station - \$31M (FY 2024 – FY 2028)
- Spring Garden Station - \$7.37M (FY 2024- FY 2026)

Norristown High Speed Line Stations

- Bridgeport Station - \$4M (FY 2022 - FY 2025)
- Villanova Station - \$4M (FY 2022 – FY 2025)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	16,000											
ERC	5307	14,400											

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Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

ERC	1514	22,569											
ERC	LOC	752											
ERC	OTH	15,000											
ERC	5307		16,000										
ERC	5337		18,610										
ERC	1514		15,032										
ERC	LOC		501										
ERC	OTH		15,000										
ERC	5307			20,000									
ERC	5337			12,000									
ERC	1514			45,997									
ERC	LOC			1,533									
ERC	OTH			32,254									
ERC	5307				33,220								
ERC	5337				5,271								
ERC	1514				9,313								
ERC	OTH				53,431								
ERC	LOC				310								
ERC	1514					53,575							
ERC	OTH					14,803							
ERC	LOC					1,785							
ERC	1514						46,765						
ERC	LOC						1,558						
ERC	1514							40,202					
ERC	LOC							1,340					
ERC	1514								52,366				
ERC	LOC								1,745				
ERC	1514									61,436			
ERC	LOC									2,047			
ERC	1514										42,563		
ERC	OTH										28,450		
ERC	LOC										1,418		
ERC	1514											42,433	
ERC	OTH											27,260	
ERC	LOC											1,414	
ERC	1514												39,232
ERC	LOC												1,307
ERC	OTH												16,510
		68,721	65,143	111,784	101,545	70,163	48,323	41,542	54,111	63,483	72,431	71,107	57,049
		Total FY2023-2026		347,193		Total FY2027-2030		214,139		Total FY2031-2034		264,070	

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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 by SEPTA forces of SEPTA's City and Suburban 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, culverts, bridges, retaining wall, 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, parking, and accessibility improvements.

-Communications and Signals 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, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	52,259											
ERC	LOC	1,742											
ERC	1514		53,304										
ERC	LOC		1,776										
ERC	1514			54,370									
ERC	LOC			1,812									
ERC	1514				55,457								
ERC	LOC				1,848								
ERC	1514					56,566							
ERC	LOC					1,885							
ERC	1514						57,698						
ERC	LOC						1,923						
ERC	1514							58,852					
ERC	LOC							1,961					
ERC	1514								60,029				
ERC	LOC								2,000				
ERC	1514									61,229			
ERC	LOC									2,040			
ERC	1514										62,454		
ERC	LOC										2,081		
ERC	1514											63,703	
ERC	LOC											2,123	
ERC	1514												64,977
ERC	LOC												2,165
		54,001	55,080	56,182	57,305	58,451	59,621	60,813	62,029	63,269	64,535	65,826	67,142
		Total FY2023-2026		222,568		Total FY2027-2030		240,914		Total FY2031-2034		260,772	

# DVRPC FY2023-2026 TIP for PA

Final Version

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. SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus (ZEB) Master Plan will lay the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate fuel cell electric buses (FCEBs) and the necessary fueling infrastructure to support them. To ensure the safety and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option on the third year to allow flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Master Plan.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PUR	5307	66,681											
PUR	5339	6,432											
PUR	1514	21,822											
PUR	LOC	727											
PUR	5339		6,685										
PUR	5307		63,191										
PUR	1514		21,039										
PUR	LOC		701										
PUR	5339				7,149								
PUR	5307				20,727								
PUR	1514				10,877								
PUR	LOC				362								
PUR	5339					8,785							
PUR	1514					6,258							
PUR	LOC					208							
PUR	5339						9,048						
PUR	5307						42,921						
PUR	1514						16,706						
PUR	LOC						556						
PUR	5339							9,320					
PUR	5307							68,088					
PUR	1514							22,861					
PUR	LOC							762					
PUR	5307								71,867				
PUR	5339								9,599				
PUR	1514								23,843				
PUR	LOC								794				
PUR	5339									9,887			
PUR	5307									46,297			
PUR	1514									17,726			
PUR	OTH									28,000			
PUR	LOC									590			
PUR	5307										77,764		

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Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

PUR	5339									10,184			
PUR	1514									25,411			
PUR	LOC									846			
PUR	5339										10,489		
PUR	5307										79,374		
PUR	1514										25,874		
PUR	LOC										862		
PUR	5307											95,255	
PUR	5339											10,803	
PUR	1514											29,793	
PUR	LOC											992	
		95,662	91,616	0	39,115	15,251	69,231	101,031	106,103	102,500	114,205	116,599	136,843
		Total FY2023-2026		226,393		Total FY2027-2030		291,616		Total FY2031-2034		470,147	

### MPMS# 93588      *Exton Station*

**LIMITS:** Exton Station in Chester County

**IMPROVEMENT** Transit Improvements

**MUNICIPALITIES:** West Whiteland Township

**PLAN CENTER:**

**PROJECT MANAGER:**

No Let Date

NHPP: MRPID:AG

FC: AQ Code:M8

IPD: 17

CMP: Not SOV Capacity Adding      CMP Subcorridor(s): 7E

Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. The total cost of Phase 1 was \$28.23M.

Phase 2 initiate design and implement of Exton Station Multimodal Improvements project on the Paoli-Thorndale Regional Rail Line. This phase will design and implement multimodal improvements, including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station. Phase 2 is estimated to cost \$6M (FY 2022 - FY 2024)

Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	1,400											
ERC	1514	338											
ERC	LOC	12											
ERC	5307		3,400										
ERC	1514		822										
ERC	LOC		28										
		1,750	4,250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 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 2022 - FY 2026)

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 (FY 2022 - FY 2028) 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) - \$164.19M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Fox Chase Line MP 7.03 (3rd St. Philadelphia), Built 1910

-Lansdale/Doylestown Line MP 11.62 (Keswick Ave.), Built 1904

-Lansdale/Doylestown Line MP 11.83 (Easton Road), Built 1928

-Media/Elwyn Line MP 10.12 (Small Run), Built 1965

-Media/Elwyn Line MP 13.81 (Park Ave.), Built 1917

-Norristown Line MP 17.16 (Dekalb St.), Built 1931

-Norristown Line MP 17.77 (Stoney Creek), Built 1900

-West Trenton Line MP 31.63 (Delaware & Raritan Canal), Built 1902

- Mainline-Schuylkill Bridges (Philadelphia) - Total project of \$59M (Phase 1 Complete; Phase 2 \$10.95 (FY2021-2024; Phase 3 \$45.05M FY2022 - FY2028) 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) - \$13.20M (Design Prior Years - FY2017- FY 2020) (Construction FY 2025-2028)

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 - FY 2023)

- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - \$35M (FY2022 - FY2025)

- Suburban Rail Transit Critical Bridge Program - \$29.85M (Ongoing). Bridges programmed for design and/or construction in FY 2023 include but are not limited to:

-Sharon Hill Line MP 3.06 (Darby Creek), Built 1905

-Media Line MP 3.70 (Darby Creek), Built 1912

-Media Line MP 3.77 (Darby Creek), Built 1912

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5337	12,190											
ERC	1514	2,949											
ERC	OTH	3,250											
ERC	LOC	97											
ERC	5337		13,167										
ERC	1514		3,186										
ERC	OTH		5,000										
ERC	LOC		105										
ERC	5337			23,425									

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Pennsylvania - Transit Program (Status: TIP)

SEPTA												
ERC	1514		5,667									
ERC	OTH		13,128									
ERC	LOC		189									
ERC	5337			34,231								
ERC	1514			8,282								
ERC	LOC			276								
ERC	5337				29,408							
ERC	1514				7,115							
ERC	OTH				3,939							
ERC	LOC				237							
ERC	1514					24,250						
ERC	LOC					808						
ERC	1514						19,818					
ERC	LOC						660					
ERC	5337							16,383				
ERC	1514							3,964				
ERC	LOC							132				
ERC	5337								1,006			
ERC	1514								18,844			
ERC	LOC								628			
ERC	5307									5,384		
ERC	1514									15,962		
ERC	LOC									532		
ERC	OTH									6,600		
ERC	1514											
ERC	OTH										28,478	
ERC	OTH											28,478
		18,486	21,458	42,409	42,789	40,699	25,058	20,478	20,479	20,478	28,478	28,478
		Total FY2023-2026		125,142		Total FY2027-2030		106,714		Total FY2031-2034		105,912



# DVRPC FY2023-2026 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:

- Harrisburg Line Capacity Improvements – Track 2 - \$16.68M (Prior Year Funding – FY 2023)
- Market-Frankford Line Bridge Street Yard Program - \$3.00M (Prior Year Funding - FY2023)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - \$33.60 (Prior Years - FY2023)
- Route 101/102 Yard Tracks Program - \$7.10M (Prior Year Funding – FY 2024)
- Track and Right of Way Improvements - \$18M (FY 2026 – FY 2034)
- Trolley Tunnel Track - \$42.80M (Ongoing)
- Norristown Station Regional Rail 3rd Track - \$34.50M (FY 2028 – FY 2034)

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	1514	7,666											
CAP	LOC	255											
CAP	1514		7,103										
CAP	LOC		237										
CAP	1514			5,617									
CAP	LOC			187									
CAP	1514				3,387								
CAP	LOC				113								
CAP	1514					3,387							
CAP	LOC					113							
CAP	1514						3,387						
CAP	LOC						113						
CAP	1514							3,387					
CAP	LOC							113					
CAP	1514								3,387				
CAP	LOC								113				
CAP	1514									8,710			
CAP	LOC									290			
CAP	1514										9,194		
CAP	LOC										306		
CAP	1514											14,516	
CAP	LOC											484	
CAP	1514												15,000
CAP	LOC												499
		7,921	7,340	5,804	3,500	3,500	3,500	3,500	3,500	9,000	9,500	15,000	15,499
Total FY2023-2026		24,565				Total FY2027-2030		14,000		Total FY2031-2034		48,999	

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

MPMS# 102567 Roof Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems.

Currently programmed projects include:

- 5800 Bustleton Roof Replacement - \$1.75M (FY 2024 – FY 2025)
- 69th Street Terminal Shop Complex Roofs Replacement - \$14.10M (Prior Years - FY2023)
- Frankford Depot Roof Replacement - \$8.80M (FY2023 - FY2026)
- Maintenance, Stations, & Substations Roof Program - \$19.50M (Ongoing)
- Midvale Roof Replacement - \$29.90M (Prior Years - FY2023)
- Southern Garage Roof Replacement - \$7.58M (FY 2026 – FY 2029)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	6,870											
ERC	LOC	229											
ERC	1514		2,031										
ERC	LOC		68										
ERC	1514			5,121									
ERC	LOC			171									
ERC	1514				4,606								
ERC	LOC				154								
ERC	1514					5,613							
ERC	LOC					187							
ERC	1514						3,074						
ERC	LOC						102						
ERC	1514							2,903					
ERC	LOC							97					
ERC	1514								2,419				
ERC	LOC								81				
ERC	1514									2,419			
ERC	LOC									81			
ERC	1514										2,419		
ERC	LOC										81		
ERC	1514											2,419	
ERC	LOC											81	
ERC	1514												2,419
ERC	LOC												81
		7,099	2,099	5,292	4,760	5,800	3,176	3,000	2,500	2,500	2,500	2,500	2,500
		Total FY2023-2026		19,250		Total FY2027-2030		14,476		Total FY2031-2034		10,000	

# DVRPC FY2023-2026 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 and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. 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 are also included in this program.

Currently programmed projects include:

- Boiler Replacement Program - \$16.00M (FY 2027 - FY 2034)
- Bus Lift Program - \$8M (FY 2027 – FY 2034)
- Courtland Shop Improvements - \$22.50 (FY 2018 – FY 2022 Design) (FY 2023 – FY 2025 Construction)
- Environmental Cleanup - \$24.64M (Ongoing)
- Facilities Critical Infrastructure Program - \$43M (Ongoing)
- Frazer Rail Shop and Yard Upgrade\* - \$139.00M (Prior Years – FY 2026)
- Frazer Transportation Building - \$25M (FY 2021 – FY 2023 Design) (FY 2025 – FY 2030 Construction)
- Garage/Shop Overhead Doors - \$7.50M (FY 2029 – FY 2034)
- Maintenance Shop Equipment Program - \$61M (Ongoing)
- Powelton Yard Facility Improvements - \$5.53M (Prior Years - FY2023)
- Steel Wheel Lift Program - \$12.32M (FY 2023 – FY 2034)
- Vehicle Washer Program - \$14M (FY 2025 - FY2028)
- Wheel Truing Program - \$10.5M (FY 2024 – FY 2034)
- Wyoming Complex Storm Water Retrofits - \$8.36M (FY2020 – FY2021 Design) (FY 2022- FY20234 Construction)
- Victory Shop and Storage - \$18.75M (FY 2023 – FY 2024 Design) (FY 2024 – FY 2026 Construction)
- Maintenance Facilities Improvement Program - \$55M (FY 2028 – FY 2034)

\*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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	1514	14,657											
ERC	LOC	488											
ERC	OTH	11,544											
ERC	1514		19,738										
ERC	LOC		658										
ERC	OTH		14,544										
ERC	1514			22,282									
ERC	LOC			743									
ERC	OTH			25,427									
ERC	OTH				25,959								
ERC	1514					20,372							
ERC	LOC					679							
ERC	1514						26,818						
ERC	LOC						894						
ERC	1514							31,290					
ERC	LOC							1,042					
ERC	1514								30,314				

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC								1,010				
ERC	1514									27,168			
ERC	LOC									905			
ERC	1514										32,045		
ERC	LOC										1,068		
ERC	1514											32,085	
ERC	LOC											1,069	
ERC	1514												32,126
ERC	LOC												1,071
		26,689	34,940	48,452	25,959	21,051	27,712	32,332	31,324	28,073	33,113	33,154	33,197
		Total FY2023-2026		136,040		Total FY2027-2030		112,419		Total FY2031-2034		127,537	

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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 - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. 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, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Paoli to Overbrook - \$21.90M (FY 2022 – FY 2028)
- Positive Train Control - \$174.02M (Prior Year funding \$160.3M - FY 2021) (Continuing Integration with Partner Railroads FY 2021 - FY 2023)
- Positive Train Control – Onboard Survey Mapping - \$3.3M (FY 2021 – FY 2023)
- Railroad Interlocking Improvement Program - \$183.96M (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) - \$57.99M (Prior Years - FY 2022)
- Regional Railroad Signal Improvement Program - \$40M (FY 2028 – FY 2034)
- Broad Street Line Ridge Spur Signals - \$14.66M (Prior Years - FY2023)
- Broad Street Line Signals (Broad Street Subway) - \$65.00M (FY 2028 – FY 2034)
- Market Frankford Line Positive Train Control - \$82M (FY 2022 – FY 2028)
- Norristown High Speed Line Interlockings - \$12.27M (Prior Years - FY2024)
- Route 101/102 Positive Train Control and ROW Improvements - \$90.12M (Prior Years – FY 2023)
- Signal System Renewal on the Norristown High Speed Line - \$80M (FY 2022 – FY 2023 Design) (FY 2023 – FY 2030 Construction)
- Computer Aided Radio Dispatch (CARD) System Replacement - \$124.82M (Prior Years - FY2026)
- Control Center Wall Display - \$6.39M (FY2021- FY2023)
- Crash Hardened Video Recorders - \$7.73M (Prior Years - FY2022)
- Real Time Information / Audio Visual Public Address (AVPA) - \$34.73M (Prior Years - FY2024)
- Telecommunications System Replacement - \$13.71M (FY 2022 – FY 2025)
- Facilities Video System - \$1.86M (Prior Years – FY 2022)
- Fare Payment Technology Upgrade Design - \$5M (FY 2022 – FY 2024)
- Information Technology Program - \$134.32M (Ongoing)
- Operations Training Simulators - \$6.59M (Prior Years - FY2022)
- SEPTA Transformation – Efficiency and Accountability Capital Support - \$1.9M (FY 2022 – FY 2024)
- Transit Asset Management - \$6.77M (Prior Years – FY 2023)
- Video Systems Refreshment Program - \$42.37M (FY 2023 – FY 2034)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CAP	5337	27,381											
CAP	5307	10,400											
CAP	1514	50,427											
CAP	LOC	1,680											
CAP	OTH	15,000											
CAP	5307		15,036										
CAP	5337		20,000										
CAP	1514		19,499										
CAP	LOC		650										
CAP	OTH		5,000										
CAP	5307			10,400									
CAP	5337			8,000									
CAP	1514			26,741									

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	OTH			55,000									
CAP	LOC			891									
CAP	5307				25,627								
CAP	5337				18,400								
CAP	1514				10,652								
CAP	LOC				355								
CAP	5307					10,400							
CAP	5337					8,000							
CAP	1514					22,028							
CAP	LOC					734							
CAP	5337						5,601						
CAP	5307						10,400						
CAP	1514						17,668						
CAP	LOC						589						
CAP	5337							8,000					
CAP	1514							25,273					
CAP	LOC							842					
CAP	5337								8,000				
CAP	1514								19,227				
CAP	LOC								641				
CAP	1514									47,806			
CAP	OTH									857			
CAP	LOC									1,594			
CAP	1514										60,700		
CAP	LOC										2,024		
CAP	5307											9,783	
CAP	1514											59,185	
CAP	LOC											1,973	
CAP	1514												75,323
CAP	OTH												11,000
CAP	LOC												2,510
		104,888	60,185	101,032	55,034	41,162	34,258	34,115	27,868	50,257	62,724	70,941	88,833
		Total FY2023-2026		321,139		Total FY2027-2030		137,403		Total FY2031-2034		272,755	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

MPMS# 107011 Safety and Security Improvements

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S6

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:

- Jenkintown Flood Mitigation - \$19.98M (FY 2022 – FY 2023)
- Railroad Signal Power Reinforcement - \$43.23 M (Prior Years – FY 2024 Construction)
- Sharon Hill Flood Mitigation - \$15.37M (Prior Years - FY2023)
- Escalator/Elevator Improvement Program - \$74.70M (Ongoing)
- Fern Rock Transportation Center Safety Improvements - \$20.52M (Prior Years - FY 2022 Design) (Prior Years – FY 2024 Construction)
- Grade Crossing Enhancement Program - \$22.17M (Ongoing)
- Safety & Security Infrastructure Hardening Program - \$50.44M (Ongoing)
- Safety & Security Shop, Yard, & Office Hardening Program - \$42.44M (Ongoing)
- Safety & Security Technology Upgrades - \$30M (Ongoing)
- Suburban Station Ventilation Improvements- \$12.82M (FY 2022 – FY 2024 Construction)
- Tank Replacement Program - \$24.5M (Ongoing)
- NRG Station Ventilation Improvements - \$10M (FY 2032 – FY 2034)
- On-Site Power for Major Facilities - \$6.00M (FY2028 - FY2034)

### TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	2,400											
ERC	1514	27,041											
ERC	LOC	901											
ERC	5307		2,400										
ERC	1514		27,658										
ERC	LOC		922										
ERC	5307			2,400									
ERC	1514			18,908									
ERC	LOC			630									
ERC	5307				15,760								
ERC	1514				3,813								
ERC	LOC				127								
ERC	5307					6,983							
ERC	1514					12,306							
ERC	LOC					410							
ERC	5307						2,400						
ERC	1514						16,742						
ERC	LOC						558						
ERC	5307							2,400					
ERC	1514							17,274					
ERC	LOC							576					
ERC	5307								2,400				
ERC	1514								17,758				
ERC	LOC								592				
ERC	5307									2,400			
ERC	1514									20,661			

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Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC									689			
ERC	5307									2,400			
ERC	1514									25,984			
ERC	LOC									866			
ERC	5307									2,400			
ERC	1514									25,500			
ERC	LOC									850			
ERC	5307										2,400		
ERC	1514										20,661		
ERC	LOC										689		
		30,342	30,980	21,938	19,700	19,699	19,700	20,250	20,750	23,750	29,250	28,750	23,750
		Total FY2023-2026		102,960		Total FY2027-2030		80,399		Total FY2031-2034		105,500	



## Pennsylvania - Transit Program (Status: TIP)

### SEPTA

**MPMS# 115472** *Projects of Significance*

**LIMITS:**

No Let Date

**IMPROVEMENT** Transit Improvements

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:2035M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, King of Prussia Rail and railcar replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution includes the following projects:

- Bus Network Enhancements Project - \$105M (FY 2022 – FY 2034 Property Acquisition, Design and Construction)
- South Philadelphia Transportation Center - \$12.25M (FY 2022 – FY 2026 Property Acquisition, Design and Construction)
- Wissahickon Transportation Center - \$37.64M (Prior Years – FY 2025 Construction)

King of Prussia Rail- 30% Non-CIG Share Funding Commitment - \$390M (FY 2021 – FY 2029 Design and Construction).

SEPTA's King of Prussia Rail Project (KOP Rail) will extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia. The project includes five ADA accessible stations and will provide a "one-seat" ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown.

The KOP Rail Project is currently proceeding towards 30 percent design. In October 2021, the Federal Transit Administration (FTA) officially approved entry of the project into the Project Development stage of its Capital Investment Grant (CIG) program. Project Development activities will add more design and engineering detail to KOP Rail and the five stations and supporting documentation, including a draft financial plan and evaluation of project delivery methods. The total project is currently estimated at \$2.08 billion dollars.

The Market-Frankford Line Vehicle Replacement - \$720M (FY 2021 – FY 2022 MFL Vehicle Design) (FY 2023 – FY 2029 Rail Vehicle Replacement

This project will purchase modern trainsets to replace the aging Market-Frankford Line M-4 Railcars. Included within the budget of this project is vehicle specification development as well as signal system and other infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - \$250M (FY 2028 – FY 2034)

This project is for pursuing future procurement of regional rail cars to replace the Authority's aging Silverliner IV railcar fleet. The Silverliner IV railcar fleet was built between 1974 and 1976. This initial investment in the replacement of the aging fleet will ensure that service on Regional Rail continues to be safe and reliable.

Trolley Modernization \$1.15B (FY 2021 – FY 2025 Design and Initial Enhancements) (FY 2022 – FY 2032 Trolley Acquisition) (FY 2023 – FY 2029 Construction).

These capital funds allow SEPTA to advance early action trolley infrastructure design and construction for the Trolley Modernization program. The new ADA accessible vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.

The goals of the Trolley Modernization program are:

- Accessible Trolleys that are fast and easy to use
- A system in full compliance with the Americans with Disabilities Act including vehicles and stations
- Providing quick, reliable and higher capacity service
- A safe and improved customer experience
- This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities.

Specific activities to be addressed include the following:

- Property acquisition for the new accessible vehicle Facility/Facilities
- ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations
- Bridge enhancements to support the new vehicles
- Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation
- Develop modern station design standards and identify locations with public input and community engagement
- Study and advancement of end-of-line improvements
- Coordination with utilities and the City of Philadelphia
- Preliminary engineering and program management for overall project
- ADA Accessible vehicle acquisition.

# DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

## SEPTA

69th Street Transportation Center Comprehensive Plan Implementation - \$4M (FY 2022 - FY 2024 Design and Early Actions)  
Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, King of Prussia (KOP) Rail, and Bus Revolution.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ERC	5307	5,238											
ERC	5337	21,995											
ERC	1514	68,077											
ERC	OTH	46,411											
ERC	LOC	2,269											
ERC	5337		24,000										
ERC	1514		97,649										
ERC	OTH		94,892										
ERC	LOC		3,254										
ERC	5307			69,517									
ERC	5339			6,891									
ERC	5337			66,718									
ERC	1514			68,280									
ERC	LOC			2,276									
ERC	OTH			58,330									
ERC	5307				8,001								
ERC	5337				23,998								
ERC	1514				127,143								
ERC	LOC				4,233								
ERC	OTH				120,607								
ERC	5307					63,107							
ERC	1514					70,739							
ERC	OTH					202,596							
ERC	LOC					2,355							
ERC	1514						5,398						
ERC	OTH						200,000						
ERC	LOC						180						
ERC	5337							6,510					
ERC	1514							13,451					
ERC	LOC							448					
ERC	OTH							200,000					
ERC	1514								21,622				
ERC	OTH								200,000				
ERC	LOC								720				
ERC	OTH									171,143			
ERC	OTH										113,400		
ERC	1514											11,797	
ERC	OTH											91,522	
ERC	LOC											393	
ERC	5337												1,659
ERC	1514												401
ERC	OTH												93,981
ERC	LOC												13
		143,990	219,795	272,012	283,982	338,797	205,578	220,409	222,342	171,143	113,400	103,712	96,054
		Total FY2023-2026		919,779		Total FY2027-2030		987,126		Total FY2031-2034		484,309	

# DVRPC FY2023-2026 TIP for PA

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Pennsylvania - Transit Program (Status: TIP)

## SEPTA

Total For SEPTA	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$1,082,200	\$865,374	\$935,504	\$944,882	\$3,827,960	\$3,547,324	\$3,871,263

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Interstate Management Program for the  
Draft FY2023 STIP for the DVRPC  
Pennsylvania 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 like 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, multiphase 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 continue to focus on reconstructing this eight-mile stretch of Interstate 95. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are broken out into more than 40 individual subprojects with separate MPMS#s, most of which appear in the IMP, and some of which appear in the Regional Highway Program of the DVRPC TIP. As of the publication of the FY2023 TIP, the following sections are currently under construction: the Cottman/Princeton Interchange (CPR), the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), the Bridge Street Interchange (BSR), from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC), and the Girard Avenue Interchange (GIR). Table 70: on the next page, shows a breakdown of the individual projects and programming amounts in the FY2023 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, C, and D), as well as some that are "off-line", e.g., not on the I-95 mainline, 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 TIP 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 I-95 and Columbus Boulevard near Penn's Landing and will reconnect 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 percent is 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.

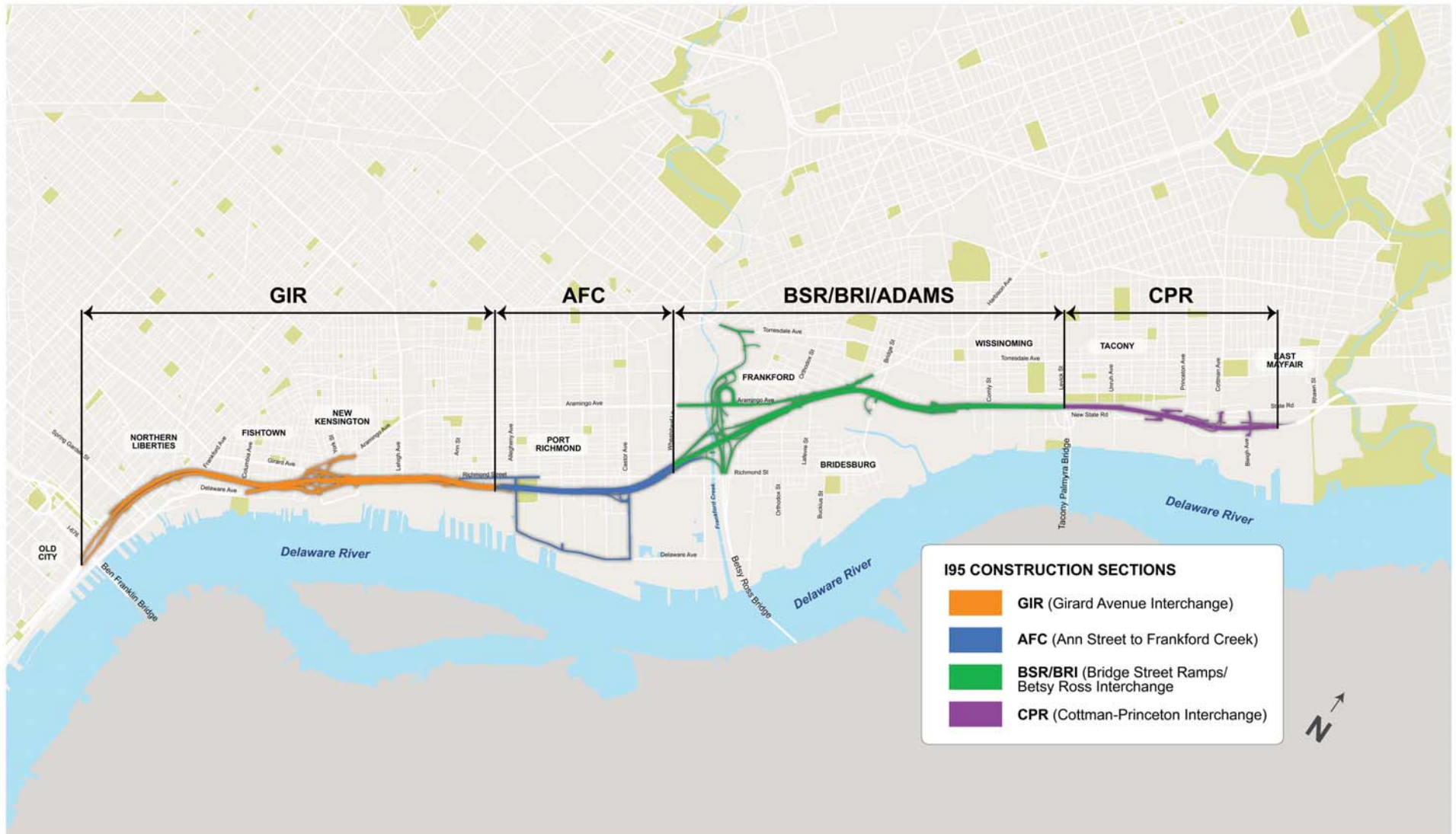


Table 70: I-95 FY2023 STIP Funding

SECTOR A	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the FY2023 STIP for PA (\$000)			
					First FY (2023i2026)	Second FY (2027–2030)	Third FY (2031–2034)	Total Amount Programmed
	Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Sts	44,000			44,000
		BSR	47811	I-95: Orthodox to Levick Sts. (Design) also known as the Bridge Street Ramps Section	24,700			24,700
		BS1	79908	I-95: Kennedy Street to Levick Street, and the I-95S off-ramp at the Bridge Street interchange	9,297			9,297
	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	127,900	110,000		237,900
		BS3	87784	Aramingo Avenue from Duncan Street to Tacony Street; Harbison Avenue from Tacony Street to the Amtrak overpass	7,096		41,000	48,096
		BS5	103563	I-95 Bridge Street Ramps	55,015	48,065	34,642	137,722
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (Design)	21,000			21,000
		BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatsheaf Lane to north side of Orthodox St. Crossing)	27,626			27,626
		BR3	79905	I-95N & I-95S: Betsy Ross Mainline construction from Wheatsheaf Lane to I-95 north of Margaret St.	102,000	120,000	65,800	287,800
		BR4	103559	I-95 Betsy Ross Mainline SB	600	190,020		190,620
		BR5	103560	I-95 Betsy Ross Conrail Bridges	3,700	46,000		49,700
		BR6	103561	I-95 Betsy Ross Interchange Drainage		8,100		8,100
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatsheaf Lane/Frankford Creek (AFC) (Design)	17,000	36,100		53,100
		AF2	79912	I-95: Allegheny Ave. Interchange	8,800			8,800
		AF3	103557	I-95N Ann St. to Wheatsheaf Lane, Allegheny Ave. South of Frankford Creek	76,100	120,000	36,000	124,100
		AF4	103558	I-95SB Ann St. to Wheatsheaf Lane		101,560	99,700	201,260
			115687	I-95: Allegheny & Castor Ave Int.	45,000			45,000
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (Design)	54,000	7,000		61,000
		GR1	79686	I-95: Columbia Ave. to Ann St.	This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
		GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	13,068			13,068
		GR5	79828	I-95: Race to Shackamaxon Sts.	61,582	180,360	85,701	327,643
		GR6	103553	I-95 Race - Shackamaxon 2 Sts.	123,478	120,000	37,522	281,000
		GR8	103555	I-95 Corridor ITS	23,000			23,000
		GR9	103556	I-95 ATMS (GR9)		41,400	36,000	83,554
		95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	32,500	85,927		118,427
		95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	1,322			1,322
	Other I-95 Projects		92581	I-95: Pavement Preservation NB	This project has been Let for construction and does not have funds programmed in the FY2023 STIP			
			46959	I-95 Design Review Manager	8,000	8,000		16,000
			92289	I-95 Consultant Management	4,000			4,000
			98207	I-95 Congestion Management	36,400			36,400
		CSXT-Sector C	104343	US 322 over CSX	43,681	4,715		52,396
		CAP	106264	I-95 Central Access Philadelphia/Waterfront Access	328,432			328,432
			106708	I-95 Planning Assistance	200			200
			106654	I-95 Transportation Demand Management (TMA)	500			500
			107709	I-95 Bridge Repairs (95/MB4)	51,000			51,000
			116391	I-95 Bridge Rehabilitations	15,000	15,000		32,000
		114876	Studies Line Item	8,000			8,000	
		115805	I-95 Bridge Rehab: Island Ave-Phila Navy Yard	250,000	250,000		500,000	
Total Amount of Funds Programmed in FY2023 STIP/TIP for PA for I-95 Reconstruction in Philadelphia (\$000):								3,456,763

	Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
	Orange shading denotes project in the Statewide IMP 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).

Source: DVRPC, 2022



**I95 SECTOR A**  
Map Of Construction Sections

Figure 12: I-95 Sector A Map of Construction Sections



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# DVRPC FY2023-2026 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:** Upper Chichester Township; Chester City; Chester Township

MRPID:115

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11; 14; 16

AQ Code:2035M

**PLAN CENTER:**

IPD: 22

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

**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.

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581-IM	1,500											
PE	581-IM		1,000										
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							25,927					
		1,500	1,000	0	30,000	30,000	30,000	25,927	0	0	0	0	0
		Total FY2023-2026		32,500		Total FY2027-2030		85,927		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 104821 I-476 Travel Management

LIMITS: Between PA 3 and I-95

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Ridley Township; Springfield Township

MRPID:130

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:2030M

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) 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581-IM			5,100									
ROW	581-IM				300								
UTL	581-IM				200								
CON	NHPP-IM					24,000							
CON	NHPP-IM					24,000							
		0	0	5,100	500	24,000	24,000	0	0	0	0	0	0
		Total FY2023-2026		5,600		Total FY2027-2030		48,000		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

**MPMS# 112298 SR 476: I-76 Interchange to MacDade**

**LIMITS:** I-76 Interchange to MacDade Blvd

No Let Date

**MUNICIPALITIES:** Marple Township; Nether Providence Township; Radnor Township; Ridley Township; Lower Meri

MRPID:TBD

**IMPROVEMENT:** Roadway Rehabilitation

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

1-476 (Mid County Expressway) in Montgomery and Delaware County is a limited access highway in an urbanized setting. The project is located along I-476, between the I-95 (Delaware Expressway) and I-76 (Schuylkill Expressway), within Delaware and Montgomery Counties, in PennDOT District 6-0. It is an Urban Interstate/Freeway classified roadway located within the National Highway System. It is a divided highway, in the NB and SB directions, with two to three lanes in each direction and inside and outside shoulders of varying width. Portions of the highway are separated by concrete median barrier or grade-separated grassed median.

The project is needed because of the deterioration of the existing bituminous overlay which has reached its useful service life within the project limits. Also the current condition of roadside elements such as drainage inlets, guide rail and signs are in poor condition.

The project will include the following work: milling, concrete base repairs, shoulder repairs as needed, bituminous overlay, saw and seal the overlay, minor grade adjustments may be required for inlets, and selective inlets and drain cleaning. Also, all guide rail will be brought up to current standards and the following work will be completed: new pavement markings, the installation of Raised Pavement Markings (RPMs) delineators and rumble strips, and replacement of damaged or missing signs. One Auxiliary Lane will be lengthen as a part of the project but will remain within the existing footprint. It is anticipated that minor bridge work such as deck and barrier repair, will be necessary and determined as the design progresses.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	10,800											
CON	581-IM	1,200											
CON	NHPP-IM		10,800										
CON	581-IM		1,200										
CON	NHPP-IM			9,700									
CON	581-IM			1,078									
		12,000	12,000	10,778	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		34,778		Total FY2027-2030				0			
										Total FY2031-2034			
										0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Delaware

MPMS# 116225 I-476 Advance Travel Management

#### LIMITS:

No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Ridley Township; Springfield Township

IMPROVEMENT: Signal/ITS Improvements

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2C, 2D

This is an advance project on I-476 that will look to provide some traffic relief through the installation of systems and devices for variable speed limits and queue detection prior to the start of the companion project on I-476, MPMS# 104821.

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 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.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
UTL	NHPP-IM	150											
CON	NHPP-IM	6,000											
		6,150	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,150		Total FY2027-2030		0		Total FY2031-2034		0	

Total For Delaware	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$19,650	\$13,000	\$15,878	\$30,500	\$79,028	\$133,927	\$0



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Montgomery

MPMS# 106662 I-76 Integrated Corridor Management

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Upper Merion Township; Lower 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP-IM	3,500											
FD	NHPP-IM		4,000										
ROW	NHPP-IM			13,659									
UTL	NHPP-IM			9,548									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								96,906				
		3,500	4,000	23,207	30,000	30,000	30,000	30,000	96,906	0	0	0	0
		Total FY2023-2026			60,707	Total FY2027-2030			186,906	Total FY2031-2034			0

Total For Montgomery	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
	\$3,500	\$4,000	\$23,207	\$30,000	\$60,707	\$186,906	\$0



# DVRPC FY2023-2026 TIP for PA

Final Version

## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM					800							
PE	581-IM					200							
FD	NHPP-IM	14,400											
FD	581-IM	3,600											
FD	NHPP-IM		14,400										
FD	581-IM		3,600										
FD	NHPP-IM			14,400									
FD	581-IM			3,600									
FD	NHPP-IM						2,400						
FD	581-IM						600						
FD	NHPP-IM							2,400					
FD	581-IM							600					

Pennsylvania - Interstate Management Program

Philadelphia

	18,000	18,000	18,000	0	1,000	3,000	3,000	0	0	0	0
Total FY2023-2026			54,000		Total FY2027-2030		7,000		Total FY2031-2034		0

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## Pennsylvania - Interstate Management Program

### Philadelphia

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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	NHPP-IM	1,600											
PE	581-IM	400											
PE	NHPP-IM		1,600										
PE	581-IM		400										
PE	NHPP-IM			1,600									
PE	581-IM			400									
PE	NHPP-IM				1,600								
PE	581-IM				400								
PE	NHPP-IM					1,600							
PE	581-IM					400							
PE	NHPP-IM						1,600						
PE	581-IM						400						
PE	NHPP-IM							1,600					
PE	581-IM							400					
PE	NHPP-IM								1,600				
PE	581-IM								400				

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## Pennsylvania - Interstate Management Program

### Philadelphia

2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	0	0	0	0
Total FY2023-2026			8,000	Total FY2027-2030			8,000	Total FY2031-2034			0

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47811**      **Bridge Street Design (Section BSR)(IMP) SR:0095**

**LIMITS:** Orthodox Street to Levick Street

No Let Date

**MUNICIPALITIES:** Philadelphia City

MRPID:65

**IMPROVEMENT:** Intersection/Interchange Improvements

**FC:** 11

AQ Code:2035M

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** AECOM/P. Shultes

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent for I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps section.

The overall section improvements of BSR consist of eliminating the lane drop at the James St. ramp in the southbound direction and eliminating the add lane (i.e. providing four lanes northbound from the BRI section up to Bridge Street) at the Bridge St. on-ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Margaret St. to Levick St. with exclusive acceleration/deceleration lanes. The project includes the replacement of six mainline structures. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the Delaware Ave. Extension to the east. Approximately 1.4 miles of reconstruction along Aramingo Ave. is anticipated from Wheatshaeaf 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 Wheatshaeaf 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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.

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## Pennsylvania - Interstate Management Program

### Philadelphia

		TIP Program Years (\$ 000)											
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
FD	NHPP-IM	4,500											
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	6,400	12,300	1,000	0	0	0	0	0	0	0	0
		Total FY2023-2026		24,700		Total FY2027-2030				Total FY2031-2034			
						0				0			

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatsheaf Lane to Orthodox Street

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements

FC: 11

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is the design parent of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange.

The overall section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending at Orthodox Street, adjoining Section BSR. The lane drops (from 4 to 3) on SR 0095 northbound and southbound will be eliminated from the Betsy Ross Interchange. Within Section BRI, the multi-lane NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to the Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the removal of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of nine connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue; Ramp G from Aramingo Avenue to NB; Ramp H from Betsy Ross Bridge to NB; Ramp GH from Aramingo Avenue and Betsy Ross Bridge to NB; . Also, the missing connection from the Betsy Ross Bridge to Aramingo Avenue/Adams Avenue Connector will be built (Ramp I), and the missing connection from Aramingo Avenue/Adams Avenue Connector to the Betsy Ross Bridge will be built (Ramp JJ).

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	NHPP-IM	5,600											
FD	581-IM	1,400											
FD	NHPP-IM		5,600										
FD	581-IM		1,400										
FD	NHPP-IM			5,600									

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

FD	581-IM	1,400											
		7,000	7,000	7,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		21,000		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 47813** **I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095**

**LIMITS:** Ann St. to Wearsheaf 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 the bridge over Ann Street. to the bridge over Wearsheaf Lane for a length of approximately 1.3 miles. I-95, 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.

PennDOT will utilize four construction contracts to rebuild and improve the 1.3 miles this portion of I-95: AF1(79911), AF2(79912), AF3(103557) and AF4(103558).

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
FD	581-IM	2,000											

## Final Version

## Philadelphia

# DVRPC FY2023-2026 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:2025M

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** CONSTR

**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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	13,068											
		13,068	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		13,068		Total FY2027-2030				0		Total FY2031-2034	
												0	

# DVRPC FY2023-2026 TIP for PA

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## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	2,115											
ROW	581-IM	235											
ROW	NHPP-IM		2,115										
ROW	581-IM		235										
UTL	185-IM		8,441										
UTL	185-IM			8,441									
CON	NHPP-IM				5,092								
CON	BRIP-IM				34,908								
CON	NFP-IM					60,360							
CON	NHPP-IM						40,000						
CON	NHPP-IM							40,000					
CON	NHPP-IM								40,000				
CON	NHPP-IM									85,701			
		2,350	10,791	8,441	40,000	60,360	40,000	40,000	40,000	85,701	0	0	0
		Total FY2023-2026		61,582		Total FY2027-2030		180,360		Total FY2031-2034		85,701	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 79904** **I-95: Betsy Ross Section Ramps A&B (BR2)**

**LIMITS:** Wheatsheaf 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:** Harold Windisch ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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>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>	<u>FY2033</u>	<u>FY2034</u>	
CON	NHPP-IM	15,000												
CON	NHPP-IM		12,626											
		15,000	12,626	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026			27,626	Total FY2027-2030				0	Total FY2031-2034			0

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## 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 Wheatsheaf 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 noise wall 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM		2,000										
ROW	185-IM		4,000										
UTL	581-IM	1,000											
CON	NHPP-IM		20,343										
CON	BRIP-IM		14,657										
CON	NHPP-IM			22,105									
CON	BRIP-IM			7,895									
CON	NHPP-IM				10,000								
CON	BRIP-IM				20,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						



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## Pennsylvania - Interstate Management Program

### Philadelphia

CON NHPP-IM					30,000							
CON NHPP-IM						30,000						
CON NHPP-IM									65,800			
	1,000	41,000	30,000	30,000	30,000	30,000	30,000	30,000	65,800	0	0	0
	Total FY2023-2026		102,000		Total FY2027-2030		120,000		Total FY2031-2034		65,800	

**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:2025M

**PLAN CENTER:**

IPD: 21

**PROJECT MANAGER:** Harold Windisch ADE CONSTR

**CMP:** Major SOV Capacity

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section 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.

-This project will add interconnection to the traffic signals on Tacony Street from Fraley Street to Barnett Street and on New State Street from Elbridge Street to Milnor Street.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	9,297											
		9,297	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		9,297		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	900											
ROW	581-IM	100											
UTL	581-IM	3,000											
UTL	581-IM		3,900										
CON	NHPP-IM	25,000											
CON	NHPP-IM		25,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				40,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								20,000				



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## Pennsylvania - Interstate Management Program

### Philadelphia

29,000	28,900	30,000	40,000	30,000	30,000	30,000	20,000	0	0	0	0
Total FY2023-2026		127,900		Total FY2027-2030		110,000		Total FY2031-2034		0	

**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:2025M

**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, where appropriate, will be included on Allegheny, Delaware and Castor Avenue. A multi-use path is proposed on the north side of Castor Avenue that will extend from Richmond Street to Delaware Avenue is proposed as a connection to the east Coast Greenway trail that currently exists along Delaware and Allegheny Avenues.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
CON	NHPP-IM	8,800									
		8,800	0	0	0	0	0	0	0	0	0
Total FY2023-2026		8,800		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 80014** **I-95: Cottman On-Ramp (C)**

**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:** Harold Windisch ADE CONSTR

**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). This project will construct Ramp F, the southbound I-95 on-ramp from Cottman Avenue.

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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	15,000											
CON	NHPP-IM		15,000										
CON	NHPP-IM			14,000									
		15,000	15,000	14,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		44,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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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>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>	<u>FY2033</u>	<u>FY2034</u>
PE	NHPP-IM	1,800											
PE	581-IM	200											
PE	NHPP-IM		1,800										
PE	581-IM		200										
		2,000	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,000		Total FY2027-2030				Total FY2031-2034			
									0				0

# DVRPC FY2023-2026 TIP for PA

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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. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Ongoing mainline work in section BS1 will be followed by upcoming work in sections BS2, GR6, BR3, and AF3, all expected to start in the next five years. Traffic impacts to the mainline are expected throughout the duration of each of those projects. Prior to the COVID-19 pandemic, investment focused on enhancing the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. Improvements included purchase of additional rolling stock and improvements to provide additional parking at regional rail stations. With the decline in regional rail ridership that resulted from the pandemic and public health measures to control it, enhancements to modernize and offer improved customer experience at regional rail stations are vital to entice commuters back to transit services. Continued investments in transit facilities support the broader congestion mitigation strategy for the corridor, including efforts to provide real-time transit and vehicular travel time information on I-95.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	NHPP-IM	12,100											
PRA	NHPP-IM		12,100										
PRA	NHPP-IM			12,200									
		12,100	12,100	12,200	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		36,400		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## 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:2035M

**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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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, 102305.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	9,000											
ROW	581-IM	1,000											
ROW	NHPP-IM		4,500										
ROW	581-IM		500										
UTL	NHPP-IM	4,500											
UTL	581-IM	500											
CON	BRIP-IM	23,478											
CON	BRIP-IM		20,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								30,000				
CON	NHPP-IM									37,522			
		<b>38,478</b>	<b>25,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>30,000</b>	<b>37,522</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2023-2026</b>		<b>123,478</b>		<b>Total FY2027-2030</b>		<b>120,000</b>		<b>Total FY2031-2034</b>		<b>37,522</b>	

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## Pennsylvania - Interstate Management Program

### Philadelphia

**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:** CONSTR

**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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	13,000											
CON	NHPP-IM		10,000										
		13,000	10,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		23,000		Total FY2027-2030				Total FY2031-2034			
						0				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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM							1,400					
CON	NHPP-IM								40,000				
CON	NHPP-IM									36,000			
		0	0	0	0	0	0	1,400	40,000	36,000	0	0	0
Total FY2023-2026		0				Total FY2027-2030			41,400	Total FY2031-2034		36,000	



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## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 103557** **I-95 Northbound: Ann Street to W heatsheaf 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 W heatsheaf 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 W heatsheaf 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. The proposed I-95 will have 5 lanes northbound (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). 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).

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	4,050											
ROW	581-IM	450											
ROW	NHPP-IM		4,050										
ROW	581-IM		450										
UTL	NHPP-IM	1,890											
UTL	581-IM	210											
CON	NHPP-IM			35,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						



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## Pennsylvania - Interstate Management Program

### Philadelphia

CON NHPP-IM						30,000							
CON NHPP-IM							30,000						
CON NHPP-IM									36,000				
	6,600	4,500	35,000	30,000		30,000	30,000	30,000	30,000	36,000	0	0	0
	Total FY2023-2026		76,100			Total FY2027-2030		120,000		Total FY2031-2034		36,000	

## Pennsylvania - Interstate Management Program

## Philadelphia

MPMS# 103558 I-95 Southbound: Ann Street to Wicketsheaf Lane (AF4)

LIMITS: I-95 Ann St to Frankford Crk Interchange SB

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 Wicketsheaf 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 Wicketsheaf 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. The proposed I-95 will have 5 lanes northbound (4 through lanes and a collector-distributor lane) and 5 lanes southbound (4 through lanes and a collector-distributor lane). 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).

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM						600						
UTL	581-IM					600							
CON	NHPP-IM							40,000					
CON	NFP-IM								60,360				
CON	NHPP-IM									99,700			

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## Pennsylvania - Interstate Management Program

### Philadelphia

0	0	0	0	600	600	40,000	60,360	99,700	0	0	0
Total FY2023-2026				0	Total FY2027-2030			101,560	Total FY2031-2034		99,700

# DVRPC FY2023-2026 TIP for PA

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## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
UTL	581-IM				600								
CON	NHPP-IM					30,000							
CON	NFP-IM						60,360						
CON	NFP-IM							60,360					
CON	NHPP-IM								39,300				
		0	0	0	600	30,000	60,360	60,360	39,300	0	0	0	0
		Total FY2023-2026			600	Total FY2027-2030			190,020	Total FY2031-2034			0

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## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581-IM				2,200								
UTL	581-IM			1,500									
CON	NHPP-IM					23,000							
CON	NHPP-IM					23,000							
		0	0	1,500	2,200	23,000	23,000	0	0	0	0	0	0
		Total FY2023-2026		3,700		Total FY2027-2030		46,000		Total FY2031-2034		0	

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## 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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 115687.

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

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	0	0	0	0	0	8,100	0	0	0	0	0	0
Total FY2023-2026		0				Total FY2027-2030		8,100		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 107709 I-95 Bridge Repairs (95/MB4)

LIMITS: I-95 Corridor

No Let Date

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	4,590											
CON	185-IM	510											
		5,100	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		5,100		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 112299 I-76: Rte 1- I 676 Paving/Guiderail

LIMITS: Route 1 to I-676

No Let Date

MUNICIPALITIES: Philadelphia City

MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	NHPP-IM	20,000											
CON	NHPP-IM		20,575										
		20,000	20,575	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		40,575		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

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## Pennsylvania - Interstate Management Program

### Philadelphia

MPMS# 114876 Studies Line Item

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)

<u>Phase</u>	<u>Fund</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>	<u>FY2033</u>	<u>FY2034</u>
STUD	NHPP-IM	2,000											
STUD	NHPP-IM		2,000										
STUD	NHPP-IM			2,000									
STUD	NHPP-IM				2,000								
		2,000	2,000	2,000	2,000	0	0	0	0	0	0	0	0
Total FY2023-2026				8,000		Total FY2027-2030		0		Total FY2031-2034		0	



# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 115687** *I-95: Allegheny & Castor Ave Int.*

**LIMITS:** Philadelphia County

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Other

**FC:**

AQ Code:2025M

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** CH2MHill/P. Conti

**CMP:** Major SOV Capacity

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels. The separation of the commercial properties was done so that the ROW clearance for MPMS #79912 could be given and the project could be advertised. The project was then on hold until the commercial parcels are fully acquired before issuing ROW clearance for MPMS #115687.

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). 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.

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. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), 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. 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), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	NHPP-IM	15,000											
ROW	NHPP-IM		20,000										
ROW	NHPP-IM			10,000									
		15,000	20,000	10,000	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		45,000		Total FY2027-2030		0		Total FY2031-2034		0	

# DVRPC FY2023-2026 TIP for PA

Final Version

## Pennsylvania - Interstate Management Program

### Philadelphia

**MPMS# 115805** *I-95 Brdg Rehab: Island Ave-Phila Navy Yard*

**LIMITS:** I-95 between Island Avenue and Phila. Navy Yard

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

The purpose of this project is to perform comprehensive bridge rehabilitation activities on twenty bridges carrying Interstate 95 between Island Avenue and the Philadelphia Navy Yard in Philadelphia, PA. This is roughly a 5 mile stretch which includes the Girard Point Bridge (Interstate 95 over the Schuylkill River) and the approach structures to the bridge including mainline Interstate 95 bridges and on and off ramps. The rehabilitation will increase the remaining service life of the structures and will provide an overall NBIS bridge condition rating of "good". The bridge rehabilitation will include the following: latex modified concrete deck overlays, painting of structural steel, steel repairs, jacking and bearing repairs and replacements, substructure repairs (including the installation of a fender system on Pier 8 of the Girard Point Bridge, presently there is none provided) and joint replacement and repairs.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	MBP3-IM			125,000									
CON	MBP3-IM				125,000								
CON	MBP3-IM					125,000							
CON	MBP3-IM						125,000						
		0	0	125,000	125,000	125,000	125,000	0	0	0	0	0	0
		Total FY2023-2026		250,000		Total FY2027-2030		250,000		Total FY2031-2034		0	

**MPMS# 116391** *I-95 Bridge Rehabilitations*

New

*I-95 Bridge Rehabilitations*

**LIMITS:**

No Let Date

**MUNICIPALITIES:** Philadelphia City

**IMPROVEMENT:** Bridge Repair/Replacement

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

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

**CMP:** Not SOV Capacity Adding

The 95-MB5 Bridge Rehabilitation project will consist of repairs to structures on I-95 mainline and ramps in the City of Philadelphia between Penn's Landing and Broad Street. Typical construction activities will include deck repairs, replacement and/or elimination of expansion deck joints with link slabs, replacement and/or repair of bearings and bearing pedestals, substructure concrete repairs, beam end repairs, and painting of structural steel. The proposed improvements will keep the bridges in "Fair" condition extending their service life. In addition, select overhead sign structures will be replaced and select integral steel box girder pier caps will be rehabilitated on interstates within District 6.

TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2033</u>	<u>FY2034</u>
CON	185-IM				15,000								
CON	185-IM					17,000							
		0	0	0	15,000	17,000	0	0	0	0	0	0	0
		Total FY2023-2026			15,000	Total FY2027-2030		17,000		Total FY2031-2034			0

Total For	2023	2024	2025	2026	2023-2026	2027-2030	2031-2034
Philadelphia	\$247,793	\$245,892	\$345,441	\$325,800	\$1,164,926	\$1,319,440	\$360,723

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## CHAPTER 10: Major Project Status Report

### State Transportation Improvement Program (STIP) for Pennsylvania (FY2021–FY2024)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. Table 71 is a list of major projects from the FY2021–FY2024 STIP.

Table 71: Major Project Status Report—Transit

TRANSIT			
MPMS#	County	Project Name	Project Status
15407	SEPTA	Villanova Intermodal Station	This is an active and ongoing project that is being advanced in phases. Phase 1 is complete, and Phase 2 will begin in 2024.
59966	SEPTA	Capital Asset Lease Program	This is an active and annual program.
59973	SEPTA	Utility Fleet Renewal Program - Non Revenue Vehicles	This is an active and annual program.
60275	SEPTA	Debt Service	This is an active and annual program.
60317	SEPTA	Federal Preventive Maintenance	This is an active and annual program. Currently COVID-19 (CARES; CRRSAA; ARPA) relief funds are being utilized.
60335	SEPTA	City Hall / 15th Street Stations	This is an active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) is complete. Phase 3 (Interlocking Reconfiguration) design complete; in procurement. Phase 4 (City Hall Under Pinning) 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	This is an active and ongoing project that will be completed in phases. Phase 1 is complete. Phase 2 (additional high-level platform and station amenities) is scheduled to begin 2028. Phase 3 (parking structure) is currently deferred.
60582	SEPTA	Vehicle Overhaul Program	This is an active and annual program.
60599	SEPTA	Paratransit Vehicle Purchase	This is an active and annual program.

(cont.)

Table 71: Major Project Status Report–Transit (cont.)

TRANSIT			
MPMS#	County	Project Name	Project Status
60611	SEPTA	SEPTA Key (Fare Collection System/New Payment Technologies)	This is an active and ongoing project that will be completed in phases. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley and High-Speed Lines). Regional Rail launch is complete with Center City station fare lines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. Parking Payments and CCT functionality are partially deployed. Upcoming Key features include upgraded Key Card readers, mobile ticketing, and open payment/mobile wallets.
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.
73214	SEPTA	Ardmore Transportation Center	This is an active and ongoing project that will be completed in phases. Phase 1 (station rehabilitation with ADA accessibility) is in construction. Phase 2 (parking structure) is deferred.
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 (station rehabilitation with ADA accessibility) is completed. Phase 2 (bus loop) is in design. Phase 3 (parking structure) is deferred.
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.

Table 71: Major Project Status Report–Transit (cont.)

TRANSIT			
MPMS#	County	Project Name	Project Status
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.
115472	SEPTA	Projects of Significance	This is an active and annual program.
59935	PART	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	This is an active annual capital operating program.
87534	PennDOT	Coatesville Train Station	The project is currently in construction. Groundbreaking was held in October 2021, and the project is anticipated for completion in 2025.

Source: DVRPC, 2022

Table 72: Major Project Status Report–Bucks County

BUCKS COUNTY		
MPMS#	Project Name	Project Status
12923	Bristol Road Extension	Project is currently active in Preliminary Engineering.
12965	Lawn Avenue	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	In construction
57619	Route 313 Corridor Improvements SR:0313	Project is currently active in Final Design and Right-of-Way phases.
64778	State Road SR:2002	Project is currently active in Final Design.
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)	In Construction
93445	Route 1 Improvement-North (Section RC2)	Project is in construction.
93446	Route 1 Improvement Frontage Corridor (Section RC3)	In Preliminary Design

(cont.)



Table 72: Major Project Status Report—Bucks County (cont.)

BUCKS COUNTY		
MPMS#	Project Name	Project Status
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	Consultant selection completed

Source: DVRPC, 2022

Table 73: Project Status Report—Chester County

CHESTER COUNTY		
MPMS#	Project Name	Project Status
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	Design Parent
14541	US 1, Baltimore Pike Widening	Estimated let date 08/25/22
14580	US 1 Expressway Reconstruction (Southern Section)	Project is currently active in Final Design.
14581	US 1 Expressway Reconstruction (Northern Section)	In Preliminary Design
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.
64220	US 422 Expressway Reconstruction (M03)	Project is on hold.
85949	SR 896 Safety Improvement	Project is currently active in Final Design.
86301	LancasterAve/BrandywineCk	Project is currently active in Preliminary Engineering.
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	In Preliminary Design
90612	Boot Road o/ Amtrak (Bridge)	Project scheduled for letting late fall/winter 2022
92733	Downingtown Pk over/E Branch Brandywine (Bridge)	Project is in construction.
107551	SR30/SR10 to Business 30 Interchange Improvement	In Preliminary Design
107553	SR30 & Airport Rd Interchange Improvement	In Preliminary Design
107554	US30 & PA82 Interchange Improvement	In Preliminary Design
110312	Baltimore Pike/Newark Road Intersection Improvements	Consultant selection completed
113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472	In Preliminary Design
113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road	In Preliminary Design

Table 74: Major Project Status Report—Delaware County

DELAWARE COUNTY		
MPMS#	Project Name	Project Status
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Impvts	Project is currently active in Final Design.
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	Current estimated let: 1/26/23. Project has encountered delays due to Amtrak coordination.
15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	In Preliminary Design
69665	South Creek Road Bridge Over Brandywine Creek	Project is currently active in Preliminary Engineering.
69817	US 322, Featherbed Lane to I-95 (Section 102)	Project is active in the Final Design and Right-of-Way phases.
70228	I-476, MacDade Boulevard Ramp Improvements	Project is in construction.
79329	Bridgewater Road Extension	In Preliminary Design
88400	US 1, Chester County Line to Pole Cat Road	Nearing end of construction
92323	Wanamaker Ave o/ Darby Ck (Bridge)	Project is currently active in Final Design.
92581	I-95: Pavement Preservation NB	Still in construction. Physical work complete: 9/6/24
92808	Marshall Rd o/ Cobbs Crk (Bridge)	Still in Preliminary Design
93105	State Rd o/Darby Creek (Bridge)	Project is currently active in Final Design.
104343	US 322 over CSX (Bridge)	Project is currently active in Final Design.
104821	I-476 Travel Management	In Preliminary Design
108910	I-95 Noise Abatement	Project is currently active in Preliminary Engineering.
108910	I-95 Noise Abatement	Project is currently active in Preliminary Engineering.
112298	SR 476: I-76 Interchange to MacDade	PS&E 10/22
114034	US 322: Chelsea Parkway to Market St. Interchange (Section 103)	Currently in FD phase with an anticipated letting in the first quarter of 2023.

Source: DVRPC, 2022

Table 75: 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 and Right-of Way phases.

(cont.)

Table 75: Major Project Status Report—Montgomery County (cont.)

MONTGOMERY COUNTY		
MPMS#	Project Name	Project Status
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	Project is currently active in Preliminary Engineering
16577	Ridge Pike, Harmon Road to Crescent Avenue Reconstruction and Signal Upgrade	Project is currently active in Final Design.
16665	US 202, Markley Street Southbound (Section 500)	Design parent for 510, 511, 520, & 530. Sections 520 & 530 are complete. 510 is in construction. 511(Elm St. bridge) is in design.
16738	US 422 Expressway Section M1B	Estimated let date is first quarter of 2023.
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Project is currently active in Final Design.
48174	PA 63, Welsh Rd.	Project is currently active in Final Design.
48175	Ridge Pike, PA Turnpike to Butler Pike	Project is active in the Final Design and Right-of-Way phases, and is anticipated to let in late 2022
48187	Henderson/Gulph Road Widen near I-76 Ramps	Project is inactive.
63486	US 202, Johnson Highway to Township Line Road (61S)	Still in Construction. Physical work complete: 12/30/29
63491	US 202, Morris Road to Swedesford Road (65S)	Still in Construction. Physical work complete: 11/26/25
63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A))	Project anticipated to let late 2022.
64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Project is currently active in Final Design.
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)	Still in Construction. Physical work complete: 10/22/27
83742	Keim Street Bridge Over Schuylkill River	In Final Design
92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)	Waiting on plans, specifications, and estimates
102273	Second Collegeville Bridge Crossing	Project is currently active in Final Design.
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	Project is currently active in Final Design.
106662	I-76 Integrated Corridor Management	Need CE, active in Preliminary Engineering phase

Table 75: Major Project Status Report—Montgomery County (cont.)

MONTGOMERY COUNTY		
MPMS#	Project Name	Project Status
110313	Belmont Avenue Bridge over Schuylkill River	In Preliminary Design
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection	In Final Design
110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	In Final Design
111005	Conshohocken Garage (I-76 ICM)	SEPTA project; PennDOT has flexed some funds (\$8M) to SEPTA for the project.
112248	I-76/202 Intchnng Sinkhole	Project is complete.

Source: DVRPC, 2022

Table 76: Major Project Status Report—Philadelphia County

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
17511	City Ave o/ SEPTA (Bridge)	Project is currently active in Final Design.
17697	Island Avenue Signal Upgrade	Estimated Let: 9/15/2022
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	Design Parent for all GR sections
47811	Bridge Street Design (Section BSR)(IMP)	Design Parent
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	Design Parent for sections BR0, BR2, and BR3. BR0 and BR2 are in construction; BR3 construction is scheduled for the fourth quarter of 2024.
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	Design Parent for AF1, AF2, AF3, & AF4
57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	Project is in construction.
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.
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 is in construction.
79828	I-95 Northbound: Race - Shackamaxon (GR5)	Project is in construction.
79904	I-95: Betsy Ross Section Ramps A&B (BR2)	Project is in construction.

(cont.)

Table 76: Major Project Status Report—Philadelphia County (cont.)

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
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 is in construction.
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	In Construction
79912	I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2)	Still in construction. Physical work complete: 1/15/25
80014	I-95, Utility Relocation & Surface Sts (CP3)	Actual Let date of 2/3/22 with a Physical work complete date of 4/28/25
81292	Frankford Av/Frankford Ck (Bridge)	In Preliminary Design
83736	Roosevelt Blvd over Wayne Junction (WAV) (Bridge)	Project is in construction
87784	Aramingo/Harbison: Church Street to Amtrak (Section BS3)	Project is active in the Preliminary Engineering phase.
88085	Byberry Road Bridge Replacement	Project is currently active in Final Design and Right-of-Way phases.
91490	Expressway Service Patrol - Philadelphia	Ongoing contract to provide towing services to disabled cars on major highways in the five-county region
92147	Broad St over Loading dock (Bridge)	Project is in construction.
92289	I-95 Consultant Mgmt	Ongoing
98230	Tabor Road over Tacony Creek (Bridge)	In Final Design
102134	Henry Ave Corridor Safety Improvements	In construction
103553	I-95 Southbound: Race to Shackamaxon (GR6)	Project is currently active in Final Design.
103555	I-95 Corridor ITS (GR8)	Still in construction. Physical work complete: 08/17/26
103556	I-95 ATMS (GR9)	Project is currently active in Preliminary Engineering.
103557	I-95 Northbound: Ann Street to Wearsheaf Lane (AF3)	Project is currently active in Preliminary Engineering.
103558	I-95 Southbound: Ann Street to Wearsheaf Lane (AF4)	Project is currently active in Preliminary Engineering.
103559	I-95: Betsy Ross Mainline Southbound (BR4)	In Final Design
103560	I-95: Betsy Ross Section Conrail Bridges (BR5)	Project is currently active in Preliminary Engineering.
103561	I-95: Betsy Ross Interchange Drainage (BR6)	Placeholder project
103563	I-95: Bridge Street Ramps (Section BS5)	Project is currently active in Final Design.

Table 76: Major Project Status Report—Philadelphia County (cont.)

PHILADELPHIA COUNTY		
MPMS#	Project Name	Project Status
105290	Ben Franklin Bridge Eastbound Operational Improvements	Project is on hold.
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	Estimated Let by end of 2022
107698	I-76 Bridge Repair Section SRE	Open to traffic
107709	I-95 Bridge Repairs (95/MB4)	In construction
108092	Citywide Resurfacing 107	In construction
108095	Citywide Resurfacing 108	In construction
108097	Citywide Resurfacing 109	Project letting July 2022
108099	Falls Road Bridge	In Preliminary Design
108129	MLK Drive over Schuylkill River (Bridge)	Estimated Let: 9/29/22
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 in construction.
112299	I-76: Route 1 - I-676	Plans, specifications, and estimates: 8/25/22 and Estimated Let: 10/20/22
114876	Studies Line Item	Funding collector for savings and cost increases over the course of the TIP.
115434	Frankford Avenue Corridor Safety Improvements	In Environmental
117341	Penn's Landing Project Development – Local	Not PennDOT; LOCAL City Project

Source: DVRPC, 2022

Table 77: Major Project Status Report—Various Counties

Various Counties		
MPMS#	Project Name	Project Status
92182	Expressway Service Patrol - Suburban Counties (2022-2026)	Ongoing contract
95447	County Bridge Line Item	Funding collector for savings and cost increases over the course of the TIP.
102105	Municipal Bridge Line Item	Funding collector to be used for rehabilitation or replacement of municipal bridges
102320	District Wide Bridge Rehab Group P	Estimated Let 9/29/22
110494	Regional Traffic Management Center (RTMC) General Contract	In construction, anticipated to be completed by the end of 2022

Source: DVRPC, 2022

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## Board Resolutions

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## No. B-FY22-005

*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 (23 U.S.C. 134 (c)(3)) 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 FTA policy on the documentation of financial capacity published in FTA Circular 7008.1A and it 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 DVRPC 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

B-FY22-005

**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 continues to work with its partners to incorporate these newest factors into the planning process while continuing to incorporate all ten Planning Factors into the planning process; and,

**WHEREAS**, the provision of 49 CFR part 20 regarding restrictions on certain influencing 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-FY22-005

Renee Wise Digitally signed by Renee Wise  
DN: cn=Renee Wise, o=DVRPC, ou,  
email=renee.wise@dvrpc.org, c=US  
Date: 2022.07.26 14:33:11 -0400

Renee Wise, Recording Secretary

**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**Adoption of the Conformity Finding of the DVRPC *Connections 2050* Long-Range Plan (*Plan*) and FY2023 Pennsylvania Transportation Improvement Program (*TIP*)**

**WHEREAS**, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

**WHEREAS**, DVRPC acts as the duly designated Metropolitan Planning Organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

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

**WHEREAS**, MPO transportation plans and programs are required to conform to the purposes of State Implementation Plans (SIPs) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in 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 this area was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

**WHEREAS**, there exist SIP 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,

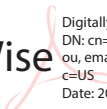
**WHEREAS**, the analysis demonstrates that emissions of ozone precursors are less than the established MVEB test for the 1997, 2008, and 2015 ozone standard, and below the established MVEB test for PM<sub>2.5</sub> and PM<sub>2.5</sub> precursor NO<sub>x</sub> in the relevant PM<sub>2.5</sub> maintenance 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 2050* Long-Range Plan and the DVRPC FY2023 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 28<sup>th</sup> day of July 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-FY23-001.

 Digitally signed by Renee Wise  
DN: cn=Renee Wise, o=DVRPC,  
ou, email=renee.wise@dvrpc.org,  
c=US  
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Renee Wise, Recording Secretary



**RESOLUTION**

*by the Board of the Delaware Valley Regional Planning Commission*

**Adoption of the DVRPC FY2023 Transportation Improvement Program (TIP)  
for Pennsylvania (FY23-FY26)**

**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, the nine-county planning area is part of two maintenance areas for the 2012 annual and 2006 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 1990 Clean Air Act Amendments (CAAA) requirements by meeting criteria described in the Final Rule, and,

**WHEREAS**, DVRPC has completed conformity analysis of the TIP 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, 2030, 2035, 2045, and 2050 and direct PM2.5 and PM2.5 precursors in Delaware County are less in 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 the TIP and long-range plan have 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 2050 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 FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26) 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 FY2023 Transportation Improvement Program for Pennsylvania (FY23-FY26) conforms to the State Implementation Plan of Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 28<sup>th</sup> day of July 2022 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-FY23-002.

Renee Wise

Digitally signed by Renee Wise  
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email=renee.wise@dvrpc.org, c=US  
Date: 2022.07.28 13:07:05 -0400

Renee Wise, Recording Secretary

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# APPENDIX B

State DOT Financial, and General and  
Procedural Guidance used in developing  
the program, and SEPTA's Financial  
Capacity Analysis and TAM Plan

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***PENNSYLVANIA 2023  
TRANSPORTATION PROGRAM  
FINANCIAL GUIDANCE***

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## **INTRODUCTION**

One of the first crucial steps in the biennial update of Pennsylvania's 12-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
- Coordination with other agencies and initiatives.

## **2023 TRANSPORTATION PROGRAM UPDATE**

The Financial Guidance Work Group reached general agreement on draft financial guidance components on June 15, 2021 with the following recommendations:

- The National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STP), Off-System Bridge (BOF) and State Highway and Bridge funds will utilize the new formulas established during the 2021 Program Update for all twelve years of the Program that reflect Transportation Performance Management (TPM) requirements and an asset management philosophy based upon lowest life cycle costs.
- The Highway Safety Improvement Program (HSIP) will utilize a new formula while maintaining existing program set-asides and base funding allocations.
- Remaining funding categories will utilize existing formulas.
- 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.
- The Interstate Management Program will continue to be managed with an enhanced level of 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 2023 Transportation Program Financial Guidance* and *Pennsylvania 2023 Transportation Program General and Procedural Guidance* at the Planning Partners Meeting, on June 29, 2021.

Following enactment of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) on November 15, 2021, the Financial Guidance Work Group reconvened on November 18, 2021 and December 1, 2021 with additional or updated recommendations:

- Existing formulas and data will continue to be utilized.
- Anticipated available federal highway, bridge and transit funds will reflect IIJA/BIL authorized amounts for the first four years then remain flat for the remaining eight years of the Program.
- The set-aside for the Highway Safety Improvement Program will be increased to \$40 million.
- Bridge Formula Investment Program funds will be distributed based upon a formula using STP and NHPP bridge themes and data.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and guidance for the new Carbon Reduction and PROTECT formula fund programs, all funds will be held in a statewide line item, until further guidance is provided from FHWA. Any necessary updates to the program will take place after adoption in October 2022.
- Due to time constraints with the 2023 Program update and the lack of full year appropriations and information from the Federal Transit Administration (FTA), the transit portion of the financial guidance remains unchanged. When FTA updates full year appropriations, it will be communicated with transit agencies and planning partners. Any necessary updates to the program will take place after adoption in October 2022.

## FUNDING

Pennsylvania's 2023 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- 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, schedules, estimated funding availability and expected expenditure of funds (cash flow). 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 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 Performance Based Planning and Programming. An amount equal to 26/55<sup>ths</sup> of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional \$50 million is provided for Interstates in each subsequent year until a total of \$1 billion is realized by year 2028 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.
  - An average of \$7.5 million per year will be reserved for State and Local Bridge Inspection.
  - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2023 through 2034	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	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 \$17 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:

2023 through 2034	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU):**

- Funding is allocated to each MPO 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:

2023 through 2034
Deck Area All Bridges (100%)

- Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
- Funding for off-system bridges comes from Surface Transportation Block Grant Program and the Bridge Formula Investment Program set-asides.

- **Bridge Formula Investment Program (BRIP):**

- Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2023 through 2034	
40% STP Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP):**

- \$40 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 systemic safety projects.
- The remaining funding will be allocated to MPOs and RPOs based on a 39:1 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 county'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 allocated to the Interstate Management Program.
- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
  - Federal Law requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% 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 41% 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.
- **Carbon Reduction Program (CRP, CRPU):**
  - Funds will be held in a statewide line item pending further guidance from FHWA.
  - 65% of apportioned funds are sub-allocated by population. Part of the sub-allocation is assigned, by federal formula, to regions with populations greater than 200,000 (CRPU).
- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
  - Funds will be held in a statewide line item pending further guidance from FHWA.
- **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 Department of Community and Economic Development and Governor.
  - An average of \$31 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:

2023 through 2034
1/4 VMT (25%)
1/4 Truck VMT (25%)
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:

2023 through 2034
Deck Area All Bridges (100%)

- 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 federal legislation.
- **Appalachia Development Highway (APD/APL):**
  - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA/BIL 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).
- **National Electric Vehicle Infrastructure Formula Program (EV):**
  - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.
- **All Discretionary Federal Funding:**
  - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
    - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
    - Infrastructure for Rebuilding America (INFRA)
    - Advanced Transportation and Congestion Management Technologies deployment (ATCMTD)

- **Discretionary State Funding:**
  - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.
- **State Maintenance Funding:**
  - State Appropriations 582 (Maintenance) 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 2021 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 most recent FAST Act authorizations only and is held flat through the period. Federal funding 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 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.

Because this shift would divert funding from the PA General Fund, there remains some uncertainty as to whether this will be the ultimate funding solution.

## **PUBLIC TRANSPORTATION FUNDING PROGRAMS**

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
  1. The operating assistance received in the prior fiscal year plus funding growth.
  2. Funding growth over the prior year is distributed on four operating statistics:
    - a. Total passengers
    - b. Senior passengers
    - c. Revenue vehicle miles
    - d. Revenue vehicle hours

The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. 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. Since the creation of Act 89, capital funding was included as part of Section 1514 – Asset Improvement.
- **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, 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 funding shifts from the General Fund via the Vehicle Sales Tax 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  
2023 Financial Guidance FINAL  
Highway and Bridge Funds (\$000)**

<b>Federal Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
National Highway Performance Program (NHPP)*	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
Surface Transportation Block Grant Program (STP)*	570,531	581,941	593,580	605,452	2,351,505
Highway Safety Improvement Program (HSIP)*	125,942	128,604	131,320	134,090	519,956
Congestion Mitigation and Air Quality (CMAQ)*	113,817	116,093	118,415	120,784	469,110
National Highway Freight Program*	56,879	58,016	59,177	60,360	234,432
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	64,634	65,672	66,731	67,811	264,848
PROTECT Formula Program (PRTCT)	73,493	74,674	75,878	77,106	301,151
Bridge Formula Program (BRIP)	327,179	327,179	327,179	327,179	1,308,714
<b>Subtotal -- Federal Funds</b>	<b>2,374,289</b>	<b>2,415,232</b>	<b>2,456,993</b>	<b>2,499,589</b>	<b>9,746,102</b>
<b>State Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
<b>Subtotal -- State Funds</b>	<b>761,000</b>	<b>785,000</b>	<b>793,000</b>	<b>831,000</b>	<b>3,170,000</b>
<b>Grand Total</b>	<b>3,135,289</b>	<b>3,200,232</b>	<b>3,249,993</b>	<b>3,330,589</b>	<b>12,916,102</b>

\*numbers reflect 2% set-aside for Statewide Planning and Research

**Federal and State Funds Subject to Distribution via Base Allocation Formulas (\$000)**

<b>National Highway Performance Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
NHPP Apportionment	1,172,758	1,196,213	1,220,137	1,244,540	4,833,648
<b>Enhanced Interstate Management</b>	<b>250,947</b>	<b>300,947</b>	<b>350,947</b>	<b>400,947</b>	<b>1,303,788</b>
Remaining	921,811	895,266	869,190	843,593	3,529,860
<b>20% Statewide Reserve</b>	<b>184,362</b>	<b>179,053</b>	<b>173,838</b>	<b>168,719</b>	<b>705,972</b>
Less Local Bridge Inspection	6,152	7,998	7,998	7,998	30,145
<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>413,919</b>	<b>390,837</b>	<b>369,977</b>	<b>349,499</b>	<b>1,524,232</b>

<b>Surface Transportation Block Grant Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
STP Apportionment	570,531	581,941	593,580	605,452	2,351,505
Less Transportation Alternatives (10%)	47,404	48,352	49,319	50,305	195,379
<b>Less STP-Urban Mandatory Distribution</b>	<b>178,760</b>	<b>182,336</b>	<b>185,982</b>	<b>189,702</b>	<b>736,780</b>
<b>Less Set-Aside for Off-System Bridges</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>98,396</b>	<b>393,582</b>
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	8,552	10,398	10,398	10,398	39,745
Less Environmental Resource Agencies	3,312	3,415	3,518	3,623	13,868
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
<b>Remaining STP</b>	<b>230,362</b>	<b>235,301</b>	<b>242,224</b>	<b>249,284</b>	<b>957,171</b>
Less Spike (20% of Remaining STP)	46,072	47,060	48,445	49,857	191,434
<b>STP Funds to Distribute</b>	<b>184,290</b>	<b>188,241</b>	<b>193,779</b>	<b>199,427</b>	<b>765,737</b>

<b>Highway Safety Improvement Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
HSIP Apportionment	125,942	128,604	131,320	134,090	519,956
<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>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>40,000</b>	<b>160,000</b>
<b>HSIP Funds to Distribute</b>	<b>73,942</b>	<b>76,604</b>	<b>79,320</b>	<b>82,090</b>	<b>311,956</b>

<b>Congestion Mitigation and Air Quality</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
CMAQ Apportionment	113,817	116,093	118,415	120,784	469,110
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
<b>CMAQ Funds to distribute</b>	<b>90,562</b>	<b>92,838</b>	<b>95,160</b>	<b>97,528</b>	<b>376,089</b>

<b>National Highway Freight Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Interstate Program	56,879	58,016	59,177	60,360	234,432

<b>Transportation Alternatives</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Transportation Alternatives Apportionment	47,404	48,352	49,319	50,305	195,379
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
<b>Mandatory Distribution for Urban Areas</b>	<b>16,647</b>	<b>16,994</b>	<b>17,349</b>	<b>17,710</b>	<b>68,700</b>
<b>TAP Funds -- Statewide Competitive Program</b>	<b>28,766</b>	<b>29,366</b>	<b>29,979</b>	<b>30,604</b>	<b>118,714</b>

<b>Railway-Highway Safety Crossings</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Statewide Program	7,184	7,184	7,184	7,184	28,737

<b>Bridge Formula Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Special Bridge Formula Program Apportionment	327,179	327,179	327,179	327,179	1,308,714
<b>15% Off System Bridge Funds to Distribute</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>49,077</b>	<b>196,307</b>
<b>Special Bridge Formula Funds to Distribute</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>278,102</b>	<b>1,112,407</b>

<b>Carbon Reduction Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Carbon Reduction Apportionment	64,634	65,672	66,731	67,811	264,848
<b>Carbon Reduction Program</b>	<b>64,634</b>	<b>65,672</b>	<b>66,731</b>	<b>67,811</b>	<b>264,848</b>

<b>PROTECT Formula Program</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
PROTECT Formula Program	73,493	74,674	75,878	77,106	301,151

**Appendix 1: Available Funds**  
**2023 Financial Guidance**  
**Highway and Bridge Funds (\$000)**

<b>State Funds</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
State Highway (Capital)	479,000	508,000	516,000	555,000	2,058,000
State Bridge	282,000	277,000	277,000	276,000	1,112,000
Total State Funds (for Discretionary Calculation)	761,000	785,000	793,000	831,000	3,170,000
<b>Mandatory 15% Discretionary (Highway Funds)</b>	<b>114,150</b>	<b>117,750</b>	<b>118,950</b>	<b>124,650</b>	<b>475,500</b>

<b>State Highway (Capital)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
Highway (Capital) After Discretionary Set-Aside	364,850	390,250	397,050	430,350	1,582,500
Less Environmental Resource Agencies	828	854	879	906	3,467
Less State Bridge Inspection	25,886	26,663	27,463	28,287	108,299
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
<b>State Highway (Capital) Funds to Distribute</b>	<b>309,736</b>	<b>334,333</b>	<b>340,308</b>	<b>372,757</b>	<b>1,357,134</b>

<b>State Bridge</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>State Bridge Funds to Distribute</b>	<b>282,000</b>	<b>277,000</b>	<b>277,000</b>	<b>276,000</b>	<b>1,112,000</b>

<b>Total Distributed/Statewide Reserve</b>	<b>3,125,222</b>	<b>3,186,799</b>	<b>3,236,510</b>	<b>3,317,047</b>	<b>12,865,578</b>
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Amounts in **Bold** are further reflected on the regional distribution charts.

**Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	121,609	27,899	43,021	38,354	18,698	24,528	0	0	39,553	7,932	85,174	0	0	41,313	448,080
SPC	93,590	38,926	45,969	49,056	34,128	13,550	0	0	22,909	3,657	39,272	0	0	52,795	393,854
Harrisburg	23,190	8,533	11,130	10,690	6,913	3,897	0	0	4,968	938	10,067	0	0	11,432	91,758
Scranton/WB	17,218	7,168	8,494	8,712	5,382	4,142	0	0	0	805	8,641	0	0	8,584	69,145
Lehigh Valley	19,691	6,836	9,906	7,581	5,514	5,224	0	0	6,386	1,333	14,320	0	0	7,848	84,638
NEPA	8,306	7,844	8,319	4,458	5,291	3,292	0	0	536	0	0	0	0	5,055	43,101
SEDA-COG	19,685	9,795	12,409	12,650	9,239	2,377	0	0	0	0	0	0	0	12,018	78,172
Altoona	3,167	2,345	2,293	2,674	2,297	1,302	0	0	0	0	0	0	0	2,472	16,550
Johnstown	6,765	2,524	3,642	3,328	2,106	1,133	0	0	1,418	0	0	0	0	3,005	23,920
Centre County	4,634	2,065	2,711	1,955	1,356	1,117	0	0	0	0	0	0	0	1,969	15,806
Williamsport	5,467	3,370	3,734	4,001	3,152	1,084	0	0	0	0	0	0	0	3,749	24,558
Erie	5,537	3,744	4,820	3,376	2,703	2,096	0	0	0	0	0	0	0	3,013	25,288
Lancaster	15,401	8,532	10,283	7,903	6,712	3,820	0	0	5,125	848	9,105	0	0	7,827	75,556
York	6,062	5,953	7,963	3,551	3,478	2,930	0	0	4,291	489	5,256	0	0	3,509	43,483
Reading	15,658	5,183	7,899	6,246	4,043	3,331	0	0	4,059	562	6,031	0	0	6,743	59,755
Lebanon	2,006	1,915	2,526	1,372	1,372	1,363	0	0	1,318	0	0	0	0	1,265	13,137
Mercer	1,895	3,031	3,317	2,424	2,575	1,128	0	0	0	83	894	0	0	2,319	17,667
Adams	3,759	1,897	2,813	1,075	1,361	1,046	0	0	0	0	0	0	0	1,304	13,256
Franklin	1,939	2,625	3,097	1,475	1,712	1,330	0	0	0	0	0	0	0	1,458	13,635
<b>Total Urban</b>	<b>375,579</b>	<b>150,183</b>	<b>194,348</b>	<b>170,880</b>	<b>118,033</b>	<b>78,689</b>	<b>0</b>	<b>0</b>	<b>90,562</b>	<b>16,647</b>	<b>178,760</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,551,358</b>
Northwest	10,189	8,375	10,365	6,677	6,672	1,713	0	0	0	0	0	0	0	6,816	50,808
N. Central	9,017	7,911	9,333	5,808	6,302	1,611	0	0	0	0	0	0	0	6,191	46,173
N. Tier	10,140	8,729	11,422	8,563	8,094	1,492	0	0	0	0	0	0	0	8,388	56,829
S. Alleghenies	8,993	7,360	8,667	7,784	7,124	1,634	0	0	0	0	0	0	0	7,659	49,222
Wayne County	0	1,732	2,125	948	1,247	802	0	0	0	0	0	0	0	941	7,795
<b>Total Rural</b>	<b>38,340</b>	<b>34,107</b>	<b>41,912</b>	<b>29,780</b>	<b>29,440</b>	<b>7,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,826</b>
Interstate Program	568,325	0	57,918	65,782	0	0	56,879	0	0	0	0	0	0	70,430	819,334
Statewide Program	0	0	0	0	0	0	0	7,184	0	28,766	0	64,634	73,493	0	174,077
Statewide Reserve	184,362	0	114,150	0	0	40,000	0	0	0	0	0	0	0	0	338,512
RBR Regional Share	0	0	15,558	15,558	0	0	0	0	0	0	0	0	0	0	31,115
<b>GRAND TOTAL</b>	<b>1,166,606</b>	<b>184,290</b>	<b>423,886</b>	<b>282,000</b>	<b>147,472</b>	<b>125,942</b>	<b>56,879</b>	<b>7,184</b>	<b>90,562</b>	<b>45,412</b>	<b>178,760</b>	<b>64,634</b>	<b>73,493</b>	<b>278,102</b>	<b>3,125,222</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	114,828	28,497	46,455	37,669	18,698	25,394	0	0	40,547	8,097	86,877	0	0	41,313	448,374
SPC	88,372	39,760	49,993	48,082	34,128	14,020	0	0	23,485	3,733	40,058	0	0	52,795	394,426
Harrisburg	21,897	8,715	12,062	10,487	6,913	4,019	0	0	5,092	957	10,269	0	0	11,432	91,844
Scranton/WB	16,258	7,321	9,186	8,552	5,382	4,273	0	0	0	821	8,814	0	0	8,584	69,192
Lehigh Valley	18,593	6,982	10,749	7,431	5,514	5,394	0	0	6,546	1,361	14,606	0	0	7,848	85,025
NEPA	7,842	8,012	9,076	4,352	5,291	3,392	0	0	550	0	0	0	0	5,055	43,570
SEDA-COG	18,587	10,005	13,435	12,414	9,239	2,445	0	0	0	0	0	0	0	12,018	78,143
Altoona	2,990	2,395	2,484	2,624	2,297	1,331	0	0	0	0	0	0	0	2,472	16,594
Johnstown	6,388	2,579	3,937	3,267	2,106	1,156	0	0	1,453	0	0	0	0	3,005	23,889
Centre County	4,375	2,109	2,949	1,914	1,356	1,139	0	0	0	0	0	0	0	1,969	15,811
Williamsport	5,162	3,443	4,047	3,926	3,152	1,105	0	0	0	0	0	0	0	3,749	24,583
Erie	5,228	3,824	5,206	3,315	2,703	2,153	0	0	0	0	0	0	0	3,013	25,442
Lancaster	14,542	8,715	11,161	7,745	6,712	3,939	0	0	5,254	866	9,288	0	0	7,827	76,048
York	5,723	6,081	8,623	3,480	3,478	3,018	0	0	4,399	500	5,361	0	0	3,509	44,173
Reading	14,784	5,294	8,538	6,132	4,043	3,432	0	0	4,161	573	6,151	0	0	6,743	59,853
Lebanon	1,894	1,956	2,729	1,347	1,372	1,394	0	0	1,351	0	0	0	0	1,265	13,308
Mercer	1,790	3,095	3,586	2,380	2,575	1,151	0	0	0	85	912	0	0	2,319	17,893
Adams	3,550	1,938	3,074	1,046	1,361	1,066	0	0	0	0	0	0	0	1,304	13,339
Franklin	1,831	2,681	3,355	1,446	1,712	1,359	0	0	0	0	0	0	0	1,458	13,841
<b>Total Urban</b>	<b>354,635</b>	<b>153,403</b>	<b>210,643</b>	<b>167,609</b>	<b>118,033</b>	<b>81,181</b>	<b>0</b>	<b>0</b>	<b>92,838</b>	<b>16,994</b>	<b>182,336</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,555,349</b>
Northwest	9,621	8,555	11,249	6,542	6,672	1,757	0	0	0	0	0	0	0	6,816	51,211
N. Central	8,514	8,080	10,165	5,679	6,302	1,651	0	0	0	0	0	0	0	6,191	46,583
N. Tier	9,575	8,916	12,407	8,390	8,094	1,528	0	0	0	0	0	0	0	8,388	57,297
S. Alleghenies	8,492	7,518	9,437	7,623	7,124	1,675	0	0	0	0	0	0	0	7,659	49,528
Wayne County	0	1,769	2,303	929	1,247	813	0	0	0	0	0	0	0	941	8,002
<b>Total Rural</b>	<b>36,202</b>	<b>34,838</b>	<b>45,560</b>	<b>29,163</b>	<b>29,440</b>	<b>7,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,621</b>
Interstate Program	618,325	0	62,518	64,615	0	0	58,016	0	0	0	0	0	0	70,430	873,905
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,366	0	65,672	74,674	0	176,896
Statewide Reserve	179,053	0	117,750	0	0	40,000	0	0	0	0	0	0	0	0	336,803
RBR Regional Share	0	0	15,613	15,613	0	0	0	0	0	0	0	0	0	0	31,225
<b>GRAND TOTAL</b>	<b>1,188,215</b>	<b>188,241</b>	<b>452,083</b>	<b>277,000</b>	<b>147,472</b>	<b>128,604</b>	<b>58,016</b>	<b>7,184</b>	<b>92,838</b>	<b>46,360</b>	<b>182,336</b>	<b>65,672</b>	<b>74,674</b>	<b>278,102</b>	<b>3,186,799</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	108,699	29,335	47,289	37,669	18,698	26,276	0	0	41,561	8,266	88,615	0	0	41,313	447,720
SPC	83,655	40,930	50,966	48,073	34,128	14,499	0	0	24,072	3,811	40,859	0	0	52,795	393,789
Harrisburg	20,729	8,972	12,287	10,486	6,913	4,144	0	0	5,220	977	10,474	0	0	11,432	91,634
Scranton/WB	15,390	7,537	9,355	8,551	5,382	4,407	0	0	0	839	8,990	0	0	8,584	69,035
Lehigh Valley	17,601	7,188	10,953	7,429	5,514	5,568	0	0	6,710	1,390	14,898	0	0	7,848	85,098
NEPA	7,424	8,248	9,258	4,350	5,291	3,495	0	0	564	0	0	0	0	5,055	43,684
SEDA-COG	17,595	10,300	13,684	12,413	9,239	2,514	0	0	0	0	0	0	0	12,018	77,762
Altoona	2,831	2,466	2,531	2,624	2,297	1,360	0	0	0	0	0	0	0	2,472	16,580
Johnstown	6,047	2,654	4,008	3,267	2,106	1,179	0	0	1,490	0	0	0	0	3,005	23,755
Centre County	4,142	2,172	3,006	1,913	1,356	1,162	0	0	0	0	0	0	0	1,969	15,719
Williamsport	4,887	3,544	4,122	3,925	3,152	1,126	0	0	0	0	0	0	0	3,749	24,506
Erie	4,949	3,937	5,299	3,315	2,703	2,212	0	0	0	0	0	0	0	3,013	25,428
Lancaster	13,766	8,971	11,373	7,744	6,712	4,061	0	0	5,385	884	9,473	0	0	7,827	76,197
York	5,418	6,260	8,783	3,480	3,478	3,107	0	0	4,509	510	5,468	0	0	3,509	44,522
Reading	13,995	5,450	8,693	6,132	4,043	3,536	0	0	4,265	585	6,274	0	0	6,743	59,718
Lebanon	1,793	2,014	2,778	1,347	1,372	1,426	0	0	1,385	0	0	0	0	1,265	13,379
Mercer	1,694	3,187	3,651	2,380	2,575	1,174	0	0	0	87	930	0	0	2,319	17,996
Adams	3,360	1,995	3,137	1,045	1,361	1,086	0	0	0	0	0	0	0	1,304	13,288
Franklin	1,733	2,760	3,417	1,445	1,712	1,390	0	0	0	0	0	0	0	1,458	13,915
<b>Total Urban</b>	<b>335,707</b>	<b>157,916</b>	<b>214,590</b>	<b>167,589</b>	<b>118,033</b>	<b>83,722</b>	<b>0</b>	<b>0</b>	<b>95,160</b>	<b>17,349</b>	<b>185,982</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,553,725</b>
Northwest	9,107	8,806	11,462	6,541	6,672	1,801	0	0	0	0	0	0	0	6,816	51,206
N. Central	8,060	8,318	10,366	5,677	6,302	1,692	0	0	0	0	0	0	0	6,191	46,606
N. Tier	9,064	9,178	12,645	8,388	8,094	1,564	0	0	0	0	0	0	0	8,388	57,321
S. Alleghenies	8,039	7,739	9,623	7,621	7,124	1,717	0	0	0	0	0	0	0	7,659	49,522
Wayne County	0	1,821	2,346	928	1,247	824	0	0	0	0	0	0	0	941	8,108
<b>Total Rural</b>	<b>34,270</b>	<b>35,863</b>	<b>46,443</b>	<b>29,155</b>	<b>29,440</b>	<b>7,598</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>212,763</b>
Interstate Program	668,325	0	63,635	64,615	0	0	59,177	0	0	0	0	0	0	70,430	926,182
Statewide Program	0	0	0	0	0	0	0	7,184	0	29,979	0	66,731	75,878	0	179,772
Statewide Reserve	173,838	0	118,950	0	0	40,000	0	0	0	0	0	0	0	0	332,788
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	31,280
<b>GRAND TOTAL</b>	<b>1,212,140</b>	<b>193,779</b>	<b>459,258</b>	<b>277,000</b>	<b>147,472</b>	<b>131,320</b>	<b>59,177</b>	<b>7,184</b>	<b>95,160</b>	<b>47,327</b>	<b>185,982</b>	<b>66,731</b>	<b>75,878</b>	<b>278,102</b>	<b>3,236,510</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	102,682	30,190	51,819	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	450,830
SPC	79,025	42,123	56,278	47,863	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	397,438
Harrisburg	19,581	9,233	13,516	10,444	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	92,421
Scranton/WB	14,538	7,756	10,269	8,519	5,382	4,543	0	0	0	856	9,170	0	0	8,584	69,618
Lehigh Valley	16,627	7,397	12,066	7,397	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	86,085
NEPA	7,013	8,488	10,257	4,325	5,291	3,599	0	0	578	0	0	0	0	5,055	44,606
SEDA-COG	16,621	10,600	15,039	12,364	9,239	2,584	0	0	0	0	0	0	0	12,018	78,464
Altoona	2,674	2,538	2,783	2,614	2,297	1,390	0	0	0	0	0	0	0	2,472	16,767
Johnstown	5,712	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,935
Centre County	3,912	2,235	3,320	1,904	1,356	1,185	0	0	0	0	0	0	0	1,969	15,881
Williamsport	4,616	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,757
Erie	4,675	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,825
Lancaster	13,004	9,233	12,532	7,710	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	77,288
York	5,118	6,442	9,654	3,464	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	45,584
Reading	13,221	5,609	9,535	6,109	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	60,271
Lebanon	1,694	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,668
Mercer	1,600	3,279	4,005	2,371	2,575	1,198	0	0	0	89	949	0	0	2,319	18,384
Adams	3,174	2,053	3,482	1,037	1,361	1,106	0	0	0	0	0	0	0	1,304	13,518
Franklin	1,637	2,840	3,758	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,265
<b>Total Urban</b>	<b>317,126</b>	<b>162,519</b>	<b>236,096</b>	<b>166,899</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,569,604</b>
Northwest	8,603	9,063	12,628	6,511	6,672	1,847	0	0	0	0	0	0	0	6,816	52,140
N. Central	7,614	8,560	11,465	5,647	6,302	1,733	0	0	0	0	0	0	0	6,191	47,514
N. Tier	8,562	9,446	13,945	8,350	8,094	1,601	0	0	0	0	0	0	0	8,388	58,386
S. Alleghenies	7,594	7,964	10,640	7,586	7,124	1,759	0	0	0	0	0	0	0	7,659	50,326
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,402
<b>Total Rural</b>	<b>32,373</b>	<b>36,908</b>	<b>51,259</b>	<b>29,019</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>216,769</b>
Interstate Program	718,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	983,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	67,811	77,106	0	182,705
Statewide Reserve	168,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	333,369
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	31,400
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>67,811</b>	<b>77,106</b>	<b>278,102</b>	<b>3,317,047</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program



**Appendix 2: Total FFY 2023-2026 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	447,818	115,921	188,583	151,224	74,792	103,374	0	0	164,255	32,733	351,053	0	0	165,250	1,795,004
SPC	344,641	161,739	203,206	193,075	136,513	57,058	0	0	95,137	15,093	161,865	0	0	211,179	1,579,506
Harrisburg	85,397	35,453	48,995	42,107	27,653	16,330	0	0	20,629	3,869	41,494	0	0	45,730	367,658
Scranton/WB	63,403	29,782	37,303	34,334	21,527	17,366	0	0	0	3,321	35,615	0	0	34,338	276,989
Lehigh Valley	72,512	28,403	43,674	29,838	22,055	21,930	0	0	26,518	5,503	59,020	0	0	31,392	340,846
NEPA	30,585	32,591	36,911	17,484	21,163	13,778	0	0	2,228	0	0	0	0	20,221	174,960
SEDA-COG	72,488	40,700	54,567	49,841	36,955	9,919	0	0	0	0	0	0	0	48,070	312,542
Altoona	11,662	9,744	10,091	10,536	9,189	5,384	0	0	0	0	0	0	0	9,887	66,492
Johnstown	24,911	10,489	15,983	13,117	8,422	4,672	0	0	5,887	0	0	0	0	12,018	95,500
Centre County	17,063	8,581	11,986	7,686	5,422	4,603	0	0	0	0	0	0	0	7,876	63,217
Williamsport	20,133	14,004	16,438	15,761	12,609	4,463	0	0	0	0	0	0	0	14,996	98,404
Erie	20,388	15,556	21,133	13,309	10,812	8,732	0	0	0	0	0	0	0	12,053	101,982
Lancaster	56,714	35,450	45,349	31,102	26,848	16,006	0	0	21,283	3,499	37,529	0	0	31,307	305,088
York	22,321	24,736	35,024	13,975	13,914	12,254	0	0	17,822	2,020	21,663	0	0	14,035	177,762
Reading	57,658	21,535	34,665	24,620	16,172	13,942	0	0	16,857	2,318	24,856	0	0	26,974	239,597
Lebanon	7,387	7,958	11,079	5,407	5,489	5,640	0	0	5,473	0	0	0	0	5,060	53,493
Mercer	6,980	12,592	14,558	9,554	10,300	4,651	0	0	0	344	3,685	0	0	9,275	71,940
Adams	13,843	7,882	12,507	4,203	5,446	4,303	0	0	0	0	0	0	0	5,217	53,402
Franklin	7,141	10,905	13,626	5,805	6,848	5,500	0	0	0	0	0	0	0	5,830	55,656
<b>Total Urban</b>	<b>1,383,046</b>	<b>624,022</b>	<b>855,676</b>	<b>672,978</b>	<b>472,131</b>	<b>329,906</b>	<b>0</b>	<b>0</b>	<b>376,089</b>	<b>68,700</b>	<b>736,780</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,230,036</b>
Northwest	37,521	34,800	45,705	26,272	26,688	7,118	0	0	0	0	0	0	0	27,262	205,365
N. Central	33,205	32,869	41,330	22,811	25,209	6,687	0	0	0	0	0	0	0	24,764	186,876
N. Tier	37,341	36,269	50,420	33,691	32,376	6,186	0	0	0	0	0	0	0	33,551	229,833
S. Alleghenies	33,118	30,581	38,366	30,615	28,497	6,784	0	0	0	0	0	0	0	30,637	198,598
Wayne County	0	7,197	9,353	3,729	4,989	3,275	0	0	0	0	0	0	0	3,763	32,307
<b>Total Rural</b>	<b>141,185</b>	<b>141,715</b>	<b>185,174</b>	<b>117,117</b>	<b>117,759</b>	<b>30,051</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>852,979</b>
Interstate Program	2,573,300	0	253,774	259,395	0	0	234,432	0	0	0	0	0	0	281,721	3,602,622
Statewide Program	0	0	0	0	0	0	0	28,737	0	118,714	0	264,848	301,151	0	713,449
Statewide Reserve	705,972	0	475,500	0	0	160,000	0	0	0	0	0	0	0	0	1,341,472
RBR Regional Share	0	0	62,510	62,510	0	0	0	0	0	0	0	0	0	0	125,020
<b>GRAND TOTAL</b>	<b>4,803,504</b>	<b>765,737</b>	<b>1,832,634</b>	<b>1,112,000</b>	<b>589,890</b>	<b>519,956</b>	<b>234,432</b>	<b>28,737</b>	<b>376,089</b>	<b>187,414</b>	<b>736,780</b>	<b>264,848</b>	<b>301,151</b>	<b>1,112,407</b>	<b>12,865,578</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	90,931	30,190	51,818	37,531	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	439,077
SPC	69,980	42,123	56,262	47,847	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	388,362
Harrisburg	17,340	9,233	13,514	10,442	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	90,176
Scranton/WB	12,874	7,756	10,268	8,518	5,382	4,543	0	0	0	856	9,170	0	0	8,584	67,952
Lehigh Valley	14,724	7,397	12,064	7,394	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	84,177
NEPA	6,210	8,488	10,253	4,321	5,291	3,599	0	0	578	0	0	0	0	5,055	43,795
SEDA-COG	14,719	10,600	15,037	12,363	9,239	2,584	0	0	0	0	0	0	0	12,018	76,559
Altoona	2,368	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,461
Johnstown	5,058	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	23,281
Centre County	3,465	2,235	3,319	1,903	1,356	1,185	0	0	0	0	0	0	0	1,969	15,432
Williamsport	4,088	3,647	4,534	3,909	3,152	1,148	0	0	0	0	0	0	0	3,749	24,227
Erie	4,140	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	25,289
Lancaster	11,516	9,233	12,529	7,707	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	75,794
York	4,532	6,442	9,653	3,463	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,996
Reading	11,708	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	58,757
Lebanon	1,500	2,073	3,046	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,474
Mercer	1,417	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,201
Adams	2,811	2,053	3,481	1,036	1,361	1,106	0	0	0	0	0	0	0	1,304	13,152
Franklin	1,450	2,840	3,757	1,439	1,712	1,421	0	0	0	0	0	0	0	1,458	14,076
<b>Total Urban</b>	<b>280,831</b>	<b>162,519</b>	<b>236,059</b>	<b>166,863</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,533,236</b>
Northwest	7,619	9,063	12,626	6,509	6,672	1,847	0	0	0	0	0	0	0	6,816	51,151
N. Central	6,742	8,560	11,461	5,644	6,302	1,733	0	0	0	0	0	0	0	6,191	46,635
N. Tier	7,582	9,446	13,942	8,347	8,094	1,601	0	0	0	0	0	0	0	8,388	57,400
S. Alleghenies	6,725	7,964	10,636	7,582	7,124	1,759	0	0	0	0	0	0	0	7,659	49,450
Wayne County	0	1,874	2,580	924	1,247	836	0	0	0	0	0	0	0	941	8,401
<b>Total Rural</b>	<b>28,668</b>	<b>36,908</b>	<b>51,245</b>	<b>29,005</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>213,036</b>
Interstate Program	768,325	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,033,200
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	158,719	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	323,369
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	31,500
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,530	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,324
SPC	63,246	42,123	56,243	47,828	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,589
Harrisburg	15,671	9,233	13,511	10,439	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,503
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,712
Lehigh Valley	13,307	7,397	12,061	7,392	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,755
NEPA	5,613	8,488	10,248	4,316	5,291	3,599	0	0	578	0	0	0	0	5,055	43,188
SEDA-COG	13,302	10,600	15,035	12,360	9,239	2,584	0	0	0	0	0	0	0	12,018	75,138
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,232
Johnstown	4,571	2,732	4,396	3,255	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,902	1,356	1,185	0	0	0	0	0	0	0	1,969	15,096
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,832
Erie	3,741	4,051	5,808	3,303	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,526	7,704	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,680
York	4,096	6,442	9,652	3,462	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,557
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,629
Lebanon	1,356	2,073	3,045	1,342	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,330
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,064
Adams	2,540	2,053	3,479	1,034	1,361	1,106	0	0	0	0	0	0	0	1,304	12,878
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,936
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>236,016</b>	<b>166,819</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,124</b>
Northwest	6,886	9,063	12,623	6,506	6,672	1,847	0	0	0	0	0	0	0	6,816	50,411
N. Central	6,094	8,560	11,457	5,639	6,302	1,733	0	0	0	0	0	0	0	6,191	45,976
N. Tier	6,853	9,446	13,938	8,343	8,094	1,601	0	0	0	0	0	0	0	8,388	56,662
S. Alleghenies	6,078	7,964	10,632	7,578	7,124	1,759	0	0	0	0	0	0	0	7,659	48,794
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,401
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,229</b>	<b>28,989</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,245</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	31,620
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,817	37,529	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,323
SPC	63,246	42,123	56,233	47,818	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,569
Harrisburg	15,671	9,233	13,510	10,438	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,500
Scranton/WB	11,635	7,756	10,267	8,517	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,711
Lehigh Valley	13,307	7,397	12,059	7,390	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,751
NEPA	5,613	8,488	10,246	4,313	5,291	3,599	0	0	578	0	0	0	0	5,055	43,182
SEDA-COG	13,302	10,600	15,034	12,359	9,239	2,584	0	0	0	0	0	0	0	12,018	75,136
Altoona	2,140	2,538	2,782	2,613	2,297	1,390	0	0	0	0	0	0	0	2,472	16,231
Johnstown	4,571	2,732	4,396	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,318	1,901	1,356	1,185	0	0	0	0	0	0	0	1,969	15,095
Williamsport	3,695	3,647	4,533	3,908	3,152	1,148	0	0	0	0	0	0	0	3,749	23,831
Erie	3,741	4,051	5,808	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,891
Lancaster	10,408	9,233	12,525	7,703	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,676
York	4,096	6,442	9,651	3,461	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,555
Reading	10,581	5,609	9,534	6,108	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,628
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,478	1,033	1,361	1,106	0	0	0	0	0	0	0	1,304	12,875
Franklin	1,310	2,840	3,756	1,438	1,712	1,421	0	0	0	0	0	0	0	1,458	13,935
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,992</b>	<b>166,795</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,506,076</b>
Northwest	6,886	9,063	12,621	6,504	6,672	1,847	0	0	0	0	0	0	0	6,816	50,408
N. Central	6,094	8,560	11,454	5,636	6,302	1,733	0	0	0	0	0	0	0	6,191	45,971
N. Tier	6,853	9,446	13,936	8,341	8,094	1,601	0	0	0	0	0	0	0	8,388	56,658
S. Alleghenies	6,078	7,964	10,630	7,576	7,124	1,759	0	0	0	0	0	0	0	7,659	48,790
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,400
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,220</b>	<b>28,980</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,228</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	31,685
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,816	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,322
SPC	63,246	42,123	56,213	47,798	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,529
Harrisburg	15,671	9,233	13,508	10,435	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,495
Scranton/WB	11,635	7,756	10,266	8,516	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,709
Lehigh Valley	13,307	7,397	12,056	7,387	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,745
NEPA	5,613	8,488	10,241	4,308	5,291	3,599	0	0	578	0	0	0	0	5,055	43,172
SEDA-COG	13,302	10,600	15,032	12,357	9,239	2,584	0	0	0	0	0	0	0	12,018	75,131
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,793
Centre County	3,131	2,235	3,316	1,900	1,356	1,185	0	0	0	0	0	0	0	1,969	15,092
Williamsport	3,695	3,647	4,532	3,907	3,152	1,148	0	0	0	0	0	0	0	3,749	23,830
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,521	7,699	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,670
York	4,096	6,442	9,649	3,459	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,552
Reading	10,581	5,609	9,533	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,627
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,063
Adams	2,540	2,053	3,476	1,031	1,361	1,106	0	0	0	0	0	0	0	1,304	12,871
Franklin	1,310	2,840	3,755	1,437	1,712	1,421	0	0	0	0	0	0	0	1,458	13,934
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,946</b>	<b>166,750</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,985</b>
Northwest	6,886	9,063	12,618	6,501	6,672	1,847	0	0	0	0	0	0	0	6,816	50,402
N. Central	6,094	8,560	11,450	5,632	6,302	1,733	0	0	0	0	0	0	0	6,191	45,962
N. Tier	6,853	9,446	13,932	8,336	8,094	1,601	0	0	0	0	0	0	0	8,388	56,650
S. Alleghenies	6,078	7,964	10,625	7,572	7,124	1,759	0	0	0	0	0	0	0	7,659	48,781
Wayne County	0	1,874	2,579	923	1,247	836	0	0	0	0	0	0	0	941	8,399
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,203</b>	<b>28,963</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,194</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	31,810
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: Total FFY 2026-2030 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	337,471	120,761	207,267	150,118	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,730,046
SPC	259,718	168,492	224,950	191,292	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,533,049
Harrisburg	64,354	36,934	54,043	41,754	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	355,674
Scranton/WB	47,780	31,026	41,067	34,067	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	268,083
Lehigh Valley	54,644	29,588	48,240	29,563	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	332,429
NEPA	23,048	33,952	40,988	17,257	21,163	14,397	0	0	2,311	0	0	0	0	20,221	173,337
SEDA-COG	54,626	42,400	60,137	49,439	36,955	10,336	0	0	0	0	0	0	0	48,070	301,964
Altoona	8,788	10,151	11,127	10,450	9,189	5,562	0	0	0	0	0	0	0	9,887	65,154
Johnstown	18,773	10,927	17,583	13,018	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,659
Centre County	12,858	8,939	13,271	7,607	5,422	4,740	0	0	0	0	0	0	0	7,876	60,714
Williamsport	15,172	14,589	18,131	15,631	12,609	4,592	0	0	0	0	0	0	0	14,996	95,720
Erie	15,364	16,206	23,230	13,210	10,812	9,086	0	0	0	0	0	0	0	12,053	99,961
Lancaster	42,739	36,930	50,102	30,813	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	299,819
York	16,821	25,768	38,605	13,845	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,660
Reading	43,451	22,434	38,135	24,431	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	231,642
Lebanon	5,566	8,291	12,182	5,366	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,462
Mercer	5,260	13,118	16,016	9,480	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,390
Adams	10,432	8,211	13,913	4,133	5,446	4,424	0	0	0	0	0	0	0	5,217	51,776
Franklin	5,381	11,361	15,025	5,751	6,848	5,684	0	0	0	0	0	0	0	5,830	55,880
<b>Total Urban</b>	<b>1,042,248</b>	<b>650,076</b>	<b>944,013</b>	<b>667,227</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,051,422</b>
Northwest	28,275	36,253	50,487	26,019	26,688	7,387	0	0	0	0	0	0	0	27,262	202,372
N. Central	25,023	34,241	45,822	22,550	25,209	6,934	0	0	0	0	0	0	0	24,764	184,544
N. Tier	28,140	37,783	55,748	33,366	32,376	6,406	0	0	0	0	0	0	0	33,551	227,370
S. Alleghenies	24,957	31,857	42,523	30,308	28,497	7,036	0	0	0	0	0	0	0	30,637	195,816
Wayne County	0	7,498	10,317	3,692	4,989	3,342	0	0	0	0	0	0	0	3,763	33,601
<b>Total Rural</b>	<b>106,396</b>	<b>147,632</b>	<b>204,897</b>	<b>115,937</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>843,703</b>
Interstate Program	3,184,990	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,244,492
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	612,536	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,271,136
RBR Regional Share	0	0	63,308	63,308	0	0	0	0	0	0	0	0	0	0	126,615
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,815	37,528	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,320
SPC	63,246	42,123	56,195	47,781	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,495
Harrisburg	15,671	9,233	13,506	10,433	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,491
Scranton/WB	11,635	7,756	10,265	8,515	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,707
Lehigh Valley	13,307	7,397	12,054	7,384	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,740
NEPA	5,613	8,488	10,236	4,304	5,291	3,599	0	0	578	0	0	0	0	5,055	43,163
SEDA-COG	13,302	10,600	15,030	12,355	9,239	2,584	0	0	0	0	0	0	0	12,018	75,128
Altoona	2,140	2,538	2,781	2,612	2,297	1,390	0	0	0	0	0	0	0	2,472	16,230
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,792
Centre County	3,131	2,235	3,315	1,899	1,356	1,185	0	0	0	0	0	0	0	1,969	15,090
Williamsport	3,695	3,647	4,531	3,906	3,152	1,148	0	0	0	0	0	0	0	3,749	23,828
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,519	7,696	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,664
York	4,096	6,442	9,648	3,458	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,550
Reading	10,581	5,609	9,532	6,107	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,626
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,004	2,370	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,474	1,029	1,361	1,106	0	0	0	0	0	0	0	1,304	12,868
Franklin	1,310	2,840	3,755	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,932
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,906</b>	<b>166,710</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,905</b>
Northwest	6,886	9,063	12,615	6,498	6,672	1,847	0	0	0	0	0	0	0	6,816	50,396
N. Central	6,094	8,560	11,445	5,627	6,302	1,733	0	0	0	0	0	0	0	6,191	45,953
N. Tier	6,853	9,446	13,928	8,333	8,094	1,601	0	0	0	0	0	0	0	8,388	56,643
S. Alleghenies	6,078	7,964	10,622	7,568	7,124	1,759	0	0	0	0	0	0	0	7,659	48,774
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,398
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,188</b>	<b>28,948</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,164</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	31,920
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,814	37,527	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,318
SPC	63,246	42,123	56,174	47,760	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,452
Harrisburg	15,671	9,233	13,503	10,430	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,485
Scranton/WB	11,635	7,756	10,264	8,514	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,705
Lehigh Valley	13,307	7,397	12,051	7,381	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,734
NEPA	5,613	8,488	10,231	4,298	5,291	3,599	0	0	578	0	0	0	0	5,055	43,152
SEDA-COG	13,302	10,600	15,027	12,353	9,239	2,584	0	0	0	0	0	0	0	12,018	75,123
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,229
Johnstown	4,571	2,732	4,395	3,254	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,314	1,898	1,356	1,185	0	0	0	0	0	0	0	1,969	15,087
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,826
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,515	7,693	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,657
York	4,096	6,442	9,647	3,457	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,547
Reading	10,581	5,609	9,532	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,625
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,472	1,027	1,361	1,106	0	0	0	0	0	0	0	1,304	12,864
Franklin	1,310	2,840	3,754	1,436	1,712	1,421	0	0	0	0	0	0	0	1,458	13,931
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,857</b>	<b>166,660</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,806</b>
Northwest	6,886	9,063	12,612	6,495	6,672	1,847	0	0	0	0	0	0	0	6,816	50,389
N. Central	6,094	8,560	11,440	5,622	6,302	1,733	0	0	0	0	0	0	0	6,191	45,943
N. Tier	6,853	9,446	13,924	8,328	8,094	1,601	0	0	0	0	0	0	0	8,388	56,634
S. Alleghenies	6,078	7,964	10,617	7,563	7,124	1,759	0	0	0	0	0	0	0	7,659	48,764
Wayne County	0	1,874	2,578	922	1,247	836	0	0	0	0	0	0	0	941	8,397
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,170</b>	<b>28,930</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,127</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	32,055
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program



**Appendix 2: FFY 2023 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,813	37,526	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,317
SPC	63,246	42,123	56,162	47,748	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,428
Harrisburg	15,671	9,233	13,501	10,429	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,482
Scranton/WB	11,635	7,756	10,263	8,513	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,704
Lehigh Valley	13,307	7,397	12,049	7,379	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,730
NEPA	5,613	8,488	10,228	4,295	5,291	3,599	0	0	578	0	0	0	0	5,055	43,146
SEDA-COG	13,302	10,600	15,026	12,352	9,239	2,584	0	0	0	0	0	0	0	12,018	75,120
Altoona	2,140	2,538	2,780	2,611	2,297	1,390	0	0	0	0	0	0	0	2,472	16,228
Johnstown	4,571	2,732	4,395	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,313	1,897	1,356	1,185	0	0	0	0	0	0	0	1,969	15,086
Williamsport	3,695	3,647	4,530	3,905	3,152	1,148	0	0	0	0	0	0	0	3,749	23,825
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,890
Lancaster	10,408	9,233	12,513	7,691	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,653
York	4,096	6,442	9,646	3,456	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,545
Reading	10,581	5,609	9,531	6,106	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,624
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,329
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,062
Adams	2,540	2,053	3,471	1,026	1,361	1,106	0	0	0	0	0	0	0	1,304	12,861
Franklin	1,310	2,840	3,754	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,930
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,830</b>	<b>166,633</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,752</b>
Northwest	6,886	9,063	12,610	6,493	6,672	1,847	0	0	0	0	0	0	0	6,816	50,385
N. Central	6,094	8,560	11,437	5,619	6,302	1,733	0	0	0	0	0	0	0	6,191	45,937
N. Tier	6,853	9,446	13,921	8,326	8,094	1,601	0	0	0	0	0	0	0	8,388	56,629
S. Alleghenies	6,078	7,964	10,614	7,561	7,124	1,759	0	0	0	0	0	0	0	7,659	48,759
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,397
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,160</b>	<b>28,920</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,107</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	32,130
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: FFY 2024 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	82,180	30,190	51,812	37,525	18,698	27,176	0	0	42,595	8,438	90,387	0	0	41,313	430,315
SPC	63,246	42,123	56,140	47,726	34,128	14,988	0	0	24,671	3,891	41,676	0	0	52,795	381,384
Harrisburg	15,671	9,233	13,499	10,426	6,913	4,271	0	0	5,350	997	10,684	0	0	11,432	88,477
Scranton/WB	11,635	7,756	10,262	8,512	5,382	4,543	0	0	0	856	9,170	0	0	8,584	66,701
Lehigh Valley	13,307	7,397	12,045	7,376	5,514	5,745	0	0	6,877	1,419	15,196	0	0	7,848	82,723
NEPA	5,613	8,488	10,222	4,289	5,291	3,599	0	0	578	0	0	0	0	5,055	43,135
SEDA-COG	13,302	10,600	15,024	12,349	9,239	2,584	0	0	0	0	0	0	0	12,018	75,115
Altoona	2,140	2,538	2,779	2,610	2,297	1,390	0	0	0	0	0	0	0	2,472	16,227
Johnstown	4,571	2,732	4,394	3,253	2,106	1,203	0	0	1,527	0	0	0	0	3,005	22,791
Centre County	3,131	2,235	3,312	1,896	1,356	1,185	0	0	0	0	0	0	0	1,969	15,083
Williamsport	3,695	3,647	4,529	3,904	3,152	1,148	0	0	0	0	0	0	0	3,749	23,823
Erie	3,741	4,051	5,807	3,302	2,703	2,272	0	0	0	0	0	0	0	3,013	24,889
Lancaster	10,408	9,233	12,509	7,687	6,712	4,186	0	0	5,519	902	9,663	0	0	7,827	74,646
York	4,096	6,442	9,644	3,454	3,478	3,198	0	0	4,622	521	5,578	0	0	3,509	44,542
Reading	10,581	5,609	9,531	6,105	4,043	3,642	0	0	4,372	597	6,400	0	0	6,743	57,623
Lebanon	1,356	2,073	3,045	1,341	1,372	1,458	0	0	1,419	0	0	0	0	1,265	13,328
Mercer	1,281	3,279	4,003	2,369	2,575	1,198	0	0	0	89	949	0	0	2,319	18,061
Adams	2,540	2,053	3,468	1,023	1,361	1,106	0	0	0	0	0	0	0	1,304	12,857
Franklin	1,310	2,840	3,753	1,435	1,712	1,421	0	0	0	0	0	0	0	1,458	13,929
<b>Total Urban</b>	<b>253,806</b>	<b>162,519</b>	<b>235,779</b>	<b>166,582</b>	<b>118,033</b>	<b>86,314</b>	<b>0</b>	<b>0</b>	<b>97,528</b>	<b>17,710</b>	<b>189,702</b>	<b>0</b>	<b>0</b>	<b>177,677</b>	<b>1,505,650</b>
Northwest	6,886	9,063	12,606	6,489	6,672	1,847	0	0	0	0	0	0	0	6,816	50,378
N. Central	6,094	8,560	11,432	5,614	6,302	1,733	0	0	0	0	0	0	0	6,191	45,926
N. Tier	6,853	9,446	13,917	8,321	8,094	1,601	0	0	0	0	0	0	0	8,388	56,620
S. Alleghenies	6,078	7,964	10,609	7,556	7,124	1,759	0	0	0	0	0	0	0	7,659	48,750
Wayne County	0	1,874	2,577	921	1,247	836	0	0	0	0	0	0	0	941	8,396
<b>Total Rural</b>	<b>25,909</b>	<b>36,908</b>	<b>51,141</b>	<b>28,901</b>	<b>29,440</b>	<b>7,776</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,994</b>	<b>210,069</b>
Interstate Program	805,555	0	69,703	64,382	0	0	60,360	0	0	0	0	0	0	70,430	1,070,430
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,604	0	55,088	62,639	0	155,515
Statewide Reserve	151,273	0	124,650	0	0	40,000	0	0	0	0	0	0	0	0	315,923
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	32,270
<b>GRAND TOTAL</b>	<b>1,236,542</b>	<b>199,427</b>	<b>497,407</b>	<b>276,000</b>	<b>147,472</b>	<b>134,090</b>	<b>60,360</b>	<b>7,184</b>	<b>97,528</b>	<b>48,314</b>	<b>189,702</b>	<b>55,088</b>	<b>62,639</b>	<b>278,102</b>	<b>3,289,857</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

**Appendix 2: Total FFY 2031-2034 -- Highway/Bridge Base Funding Allocation (\$000)**

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	328,720	120,761	207,254	150,105	74,792	108,705	0	0	170,381	33,754	361,548	0	0	165,250	1,721,270
SPC	252,983	168,492	224,672	191,014	136,513	59,953	0	0	98,685	15,563	166,704	0	0	211,179	1,525,759
Harrisburg	62,686	36,934	54,008	41,719	27,653	17,084	0	0	21,399	3,990	42,735	0	0	45,730	353,936
Scranton/WB	46,541	31,026	41,054	34,054	21,527	18,174	0	0	0	3,424	36,680	0	0	34,338	266,817
Lehigh Valley	53,227	29,588	48,198	29,521	22,055	22,978	0	0	27,507	5,675	60,785	0	0	31,392	330,927
NEPA	22,451	33,952	40,916	17,186	21,163	14,397	0	0	2,311	0	0	0	0	20,221	172,597
SEDA-COG	53,210	42,400	60,107	49,409	36,955	10,336	0	0	0	0	0	0	0	48,070	300,486
Altoona	8,561	10,151	11,120	10,444	9,189	5,562	0	0	0	0	0	0	0	9,887	64,913
Johnstown	18,286	10,927	17,579	13,014	8,422	4,813	0	0	6,106	0	0	0	0	12,018	91,165
Centre County	12,525	8,939	13,254	7,590	5,422	4,740	0	0	0	0	0	0	0	7,876	60,347
Williamsport	14,779	14,589	18,119	15,619	12,609	4,592	0	0	0	0	0	0	0	14,996	95,303
Erie	14,966	16,206	23,228	13,208	10,812	9,086	0	0	0	0	0	0	0	12,053	99,558
Lancaster	41,631	36,930	50,056	30,768	26,848	16,743	0	0	22,076	3,608	38,651	0	0	31,307	298,620
York	16,385	25,768	38,584	13,825	13,914	12,793	0	0	18,486	2,083	22,310	0	0	14,035	178,183
Reading	42,324	22,434	38,127	24,423	16,172	14,570	0	0	17,486	2,390	25,599	0	0	26,974	230,499
Lebanon	5,422	8,291	12,180	5,364	5,489	5,832	0	0	5,677	0	0	0	0	5,060	53,315
Mercer	5,123	13,118	16,013	9,477	10,300	4,790	0	0	0	354	3,796	0	0	9,275	72,247
Adams	10,162	8,211	13,884	4,105	5,446	4,424	0	0	0	0	0	0	0	5,217	51,450
Franklin	5,242	11,361	15,016	5,742	6,848	5,684	0	0	0	0	0	0	0	5,830	55,723
<b>Total Urban</b>	<b>1,015,223</b>	<b>650,076</b>	<b>943,371</b>	<b>666,585</b>	<b>472,131</b>	<b>345,255</b>	<b>0</b>	<b>0</b>	<b>390,114</b>	<b>70,841</b>	<b>758,808</b>	<b>0</b>	<b>0</b>	<b>710,709</b>	<b>6,023,113</b>
Northwest	27,542	36,253	50,443	25,974	26,688	7,387	0	0	0	0	0	0	0	27,262	201,549
N. Central	24,374	34,241	45,754	22,482	25,209	6,934	0	0	0	0	0	0	0	24,764	183,759
N. Tier	27,410	37,783	55,690	33,308	32,376	6,406	0	0	0	0	0	0	0	33,551	226,524
S. Alleghenies	24,310	31,857	42,462	30,248	28,497	7,036	0	0	0	0	0	0	0	30,637	195,047
Wayne County	0	7,498	10,310	3,686	4,989	3,342	0	0	0	0	0	0	0	3,763	33,588
<b>Total Rural</b>	<b>103,637</b>	<b>147,632</b>	<b>204,659</b>	<b>115,699</b>	<b>117,759</b>	<b>31,105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119,978</b>	<b>840,468</b>
Interstate Program	3,222,220	0	278,811	257,529	0	0	241,441	0	0	0	0	0	0	281,721	4,281,722
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,414	0	220,352	250,556	0	622,058
Statewide Reserve	605,090	0	498,600	0	0	160,000	0	0	0	0	0	0	0	0	1,263,690
RBR Regional Share	0	0	64,188	64,188	0	0	0	0	0	0	0	0	0	0	128,375
<b>GRAND TOTAL</b>	<b>4,946,170</b>	<b>797,708</b>	<b>1,989,629</b>	<b>1,104,000</b>	<b>589,890</b>	<b>536,360</b>	<b>241,441</b>	<b>28,737</b>	<b>390,114</b>	<b>193,255</b>	<b>758,808</b>	<b>220,352</b>	<b>250,556</b>	<b>1,112,407</b>	<b>13,159,426</b>

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3 -- Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
Northwest	44,543.1	5.09%	792.31	795.11	796.51	799.56	3,183.48	802.11	805.17	806.82	810.00	812.80	816.24	818.15	821.72	9,676.50
N. Central	67,603.4	7.73%	1,202.49	1,206.74	1,208.87	1,213.50	4,831.60	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	14,686.09
N. Tier	57,527.4	6.58%	1,023.26	1,026.88	1,028.69	1,032.64	4,111.47	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	12,497.19
S. Alleghenies	60,493.3	6.92%	1,076.02	1,079.82	1,081.72	1,085.87	4,323.44	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	13,141.50
Wayne	6,618.9	0.76%	117.73	118.15	118.36	118.81	473.05	119.19	119.64	119.89	120.36	120.78	121.29	121.57	122.10	1,437.88
Total (No IM)	874,635.9	100.00%	15,557.50	15,612.50	15,640.00	15,700.00	62,510.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	190,005.00

Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	226.89	227.69	228.09	228.97	911.63	229.69	230.57	231.04	231.96	232.76	233.74	234.29	235.31	2,770.99
SPC	276,302.9	31.59%	4,914.71	4,932.09	4,940.77	4,959.73	19,747.30	4,975.52	4,994.48	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	60,023.76
Harrisburg	34,925.0	3.99%	621.23	623.42	624.52	626.92	2,496.08	628.91	631.31	632.61	635.10	637.30	639.99	641.49	644.29	7,587.07
Scranton/WB	13,629.0	1.56%	242.42	243.28	243.71	244.65	974.06	245.42	246.36	246.87	247.84	248.70	249.75	250.33	251.42	2,960.75
Lehigh Valley	41,874.0	4.79%	744.83	747.46	748.78	751.65	2,992.72	754.05	756.92	758.47	761.47	764.10	767.33	769.13	772.48	9,096.66
NEPA	70,903.5	8.11%	1,261.19	1,265.65	1,267.88	1,272.74	5,067.45	1,276.79	1,281.66	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	15,403.00
SEDA-COG	30,389.6	3.47%	540.55	542.46	543.42	545.50	2,171.94	547.24	549.33	550.45	552.63	554.54	556.88	558.19	560.62	6,601.81
Altoona	6,584.4	0.75%	117.12	117.53	117.74	118.19	470.59	118.57	119.02	119.26	119.74	120.15	120.66	120.94	121.47	1,430.39
Johnstown	3,702.1	0.42%	65.85	66.08	66.20	66.45	264.59	66.67	66.92	67.06	67.32	67.55	67.84	68.00	68.30	804.24
Centre County	16,835.4	1.92%	299.46	300.52	301.05	302.20	1,203.22	303.16	304.32	304.94	306.15	307.21	308.50	309.23	310.57	3,657.30
Williamsport	11,654.8	1.33%	207.31	208.04	208.41	209.21	832.97	209.87	210.67	211.11	211.94	212.67	213.57	214.07	215.00	2,531.88
Erie	2,079.0	0.24%	36.98	37.11	37.18	37.32	148.59	37.44	37.58	37.66	37.81	37.94	38.10	38.19	38.35	451.64
Lancaster	45,475.8	5.20%	808.90	811.76	813.19	816.31	3,250.14	818.91	822.02	823.71	826.96	829.82	833.33	835.28	838.92	9,879.12
York	20,394.8	2.33%	362.77	364.05	364.69	366.09	1,457.61	367.26	368.66	369.42	370.87	372.16	373.73	374.60	376.24	4,430.55
Reading	8,141.2	0.93%	144.81	145.32	145.58	146.14	581.85	146.60	147.16	147.46	148.05	148.56	149.19	149.53	150.19	1,768.59
Lebanon	1,655.0	0.19%	29.44	29.54	29.59	29.71	118.28	29.80	29.92	29.98	30.10	30.20	30.33	30.40	30.53	359.53
Mercer	3,586.9	0.41%	63.80	64.03	64.14	64.39	256.35	64.59	64.84	64.97	65.23	65.45	65.73	65.88	66.17	779.21
Adams	28,042.5	3.21%	498.80	500.57	501.45	503.37	2,004.19	504.98	506.90	507.94	509.94	511.71	513.87	515.07	517.32	6,091.92
Franklin	8,918.4	1.02%	158.64	159.20	159.48	160.09	637.40	160.60	161.21	161.54	162.18	162.74	163.43	163.81	164.52	1,937.42
Northwest	44,543.1	5.09%	792.31	795.11	796.51	799.56	3,183.48	802.11	805.17	806.82	810.00	812.80	816.24	818.15	821.72	9,676.50
N. Central	67,603.4	7.73%	1,202.49	1,206.74	1,208.87	1,213.50	4,831.60	1,217.37	1,222.01	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	14,686.09
N. Tier	57,527.4	6.58%	1,023.26	1,026.88	1,028.69	1,032.64	4,111.47	1,035.92	1,039.87	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	12,497.19
S. Alleghenies	60,493.3	6.92%	1,076.02	1,079.82	1,081.72	1,085.87	4,323.44	1,089.33	1,093.48	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	13,141.50
Wayne	6,618.9	0.76%	117.73	118.15	118.36	118.81	473.05	119.19	119.64	119.89	120.36	120.78	121.29	121.57	122.10	1,437.88
Total (No IM)	874,635.9	100.00%	15,557.50	15,612.50	15,640.00	15,700.00	62,510.00	15,750.00	15,810.00	15,842.50	15,905.00	15,960.00	16,027.50	16,065.00	16,135.00	190,005.00

**Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share (\$000) Total (A-581 + A-185)**

MPO/RPO	RBR Deck Area	% Share	2023	2024	2025	2026	TIP TOTAL	2027	2028	2029	2030	2031	2032	2033	2034	Total TYP
DVRPC	12,755.5	1.46%	453.77	455.38	456.18	457.93	<b>1,823.26</b>	459.39	461.14	462.09	463.91	465.51	467.48	468.58	470.62	<b>5,541.98</b>
SPC	276,302.9	31.59%	9,829.42	9,864.17	9,881.55	9,919.45	<b>39,494.59</b>	9,951.05	9,988.95	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	<b>120,047.51</b>
Harrisburg	34,925.0	3.99%	1,242.45	1,246.84	1,249.04	1,253.83	<b>4,992.16</b>	1,257.82	1,262.62	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	<b>15,174.14</b>
Scranton/WB	13,629.0	1.56%	484.85	486.56	487.42	489.29	<b>1,948.12</b>	490.85	492.72	493.73	495.68	497.39	499.50	500.67	502.85	<b>5,921.50</b>
Lehigh Valley	41,874.0	4.79%	1,489.66	1,494.93	1,497.56	1,503.30	<b>5,985.45</b>	1,508.09	1,513.84	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	<b>18,193.33</b>
NEPA	70,903.5	8.11%	2,522.38	2,531.30	2,535.75	2,545.48	<b>10,134.91</b>	2,553.59	2,563.32	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	<b>30,806.01</b>
SEDA-COG	30,389.6	3.47%	1,081.10	1,084.93	1,086.84	1,091.01	<b>4,343.87</b>	1,094.48	1,098.65	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	<b>13,203.61</b>
Altoona	6,584.4	0.75%	234.24	235.07	235.48	236.38	<b>941.17</b>	237.14	238.04	238.53	239.47	240.30	241.32	241.88	242.93	<b>2,860.78</b>
Johnstown	3,702.1	0.42%	131.70	132.17	132.40	132.91	<b>529.18</b>	133.33	133.84	134.11	134.64	135.11	135.68	136.00	136.59	<b>1,608.48</b>
Centre County	16,835.4	1.92%	598.92	601.03	602.09	604.40	<b>2,406.44</b>	606.33	608.64	609.89	612.29	614.41	617.01	618.45	621.15	<b>7,314.61</b>
Williamsport	11,654.8	1.33%	414.62	416.08	416.82	418.41	<b>1,665.93</b>	419.75	421.35	422.21	423.88	425.34	427.14	428.14	430.01	<b>5,063.75</b>
Erie	2,079.0	0.24%	73.96	74.22	74.35	74.64	<b>297.17</b>	74.88	75.16	75.31	75.61	75.87	76.19	76.37	76.71	<b>903.28</b>
Lancaster	45,475.8	5.20%	1,617.79	1,623.51	1,626.37	1,632.61	<b>6,500.29</b>	1,637.81	1,644.05	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	<b>19,758.23</b>
York	20,394.8	2.33%	725.54	728.11	729.39	732.19	<b>2,915.22</b>	734.52	737.32	738.83	741.75	744.31	747.46	749.21	752.47	<b>8,861.09</b>
Reading	8,141.2	0.93%	289.62	290.65	291.16	292.27	<b>1,163.70</b>	293.21	294.32	294.93	296.09	297.11	298.37	299.07	300.37	<b>3,537.17</b>
Lebanon	1,655.0	0.19%	58.88	59.08	59.19	59.42	<b>236.56</b>	59.60	59.83	59.95	60.19	60.40	60.65	60.80	61.06	<b>719.06</b>
Mercer	3,586.9	0.41%	127.60	128.05	128.28	128.77	<b>512.71</b>	129.18	129.67	129.94	130.45	130.90	131.46	131.77	132.34	<b>1,558.43</b>
Adams	28,042.5	3.21%	997.61	1,001.13	1,002.90	1,006.74	<b>4,008.38</b>	1,009.95	1,013.80	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	<b>12,183.85</b>
Franklin	8,918.4	1.02%	317.27	318.39	318.95	320.18	<b>1,274.79</b>	321.20	322.42	323.08	324.36	325.48	326.86	327.62	329.05	<b>3,874.85</b>
<b>Northwest</b>	<b>44,543.1</b>	<b>5.09%</b>	<b>1,584.61</b>	<b>1,590.21</b>	<b>1,593.02</b>	<b>1,599.13</b>	<b>6,366.97</b>	<b>1,604.22</b>	<b>1,610.33</b>	<b>1,613.64</b>	<b>1,620.01</b>	<b>1,625.61</b>	<b>1,632.48</b>	<b>1,636.30</b>	<b>1,643.43</b>	<b>19,352.99</b>
<b>N. Central</b>	<b>67,603.4</b>	<b>7.73%</b>	<b>2,404.98</b>	<b>2,413.48</b>	<b>2,417.73</b>	<b>2,427.01</b>	<b>9,663.19</b>	<b>2,434.74</b>	<b>2,444.01</b>	<b>2,449.03</b>	<b>2,458.70</b>	<b>2,467.20</b>	<b>2,477.63</b>	<b>2,483.43</b>	<b>2,494.25</b>	<b>29,372.19</b>
<b>N. Tier</b>	<b>57,527.4</b>	<b>6.58%</b>	<b>2,046.53</b>	<b>2,053.76</b>	<b>2,057.38</b>	<b>2,065.27</b>	<b>8,222.94</b>	<b>2,071.85</b>	<b>2,079.74</b>	<b>2,084.02</b>	<b>2,092.24</b>	<b>2,099.47</b>	<b>2,108.35</b>	<b>2,113.29</b>	<b>2,122.49</b>	<b>24,994.39</b>
<b>S. Alleghenies</b>	<b>60,493.3</b>	<b>6.92%</b>	<b>2,152.04</b>	<b>2,159.65</b>	<b>2,163.45</b>	<b>2,171.75</b>	<b>8,646.88</b>	<b>2,178.67</b>	<b>2,186.97</b>	<b>2,191.46</b>	<b>2,200.11</b>	<b>2,207.71</b>	<b>2,217.05</b>	<b>2,222.24</b>	<b>2,231.92</b>	<b>26,283.00</b>
<b>Wayne</b>	<b>6,618.9</b>	<b>0.76%</b>	<b>235.47</b>	<b>236.30</b>	<b>236.71</b>	<b>237.62</b>	<b>946.10</b>	<b>238.38</b>	<b>239.29</b>	<b>239.78</b>	<b>240.73</b>	<b>241.56</b>	<b>242.58</b>	<b>243.15</b>	<b>244.21</b>	<b>2,875.77</b>
<b>Total (No IM)</b>	<b>874,635.9</b>	<b>100.00%</b>	<b>31,115.00</b>	<b>31,225.00</b>	<b>31,280.00</b>	<b>31,400.00</b>	<b>125,020.00</b>	<b>31,500.00</b>	<b>31,620.00</b>	<b>31,685.00</b>	<b>31,810.00</b>	<b>31,920.00</b>	<b>32,055.00</b>	<b>32,130.00</b>	<b>32,270.00</b>	<b>380,010.00</b>

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	2023 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
		1/4 Pavement AMF*
	Interstate -- 26/55ths of Apportionment in 2021; \$50,000,000 additional in each subsequent year to a maximum of \$1 billion for the entire program	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashes versus Property Damage only Crashes) \$500,000 base to each Planning Region, \$35 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet

\* Asset Management Factor



### Appendix 6: 2023 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	364,290	711,527	15,100	1,090,917
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	118,630	244,850	12,500	375,980
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>482,920</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,620,598</b>
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	27,630	0	0	27,630
	Other Unallocated (Urban/Rural)	41,990	27,656	0	69,646
	<b>GRAND TOTAL</b>	<b>552,540</b>	<b>1,133,906</b>	<b>83,423</b>	<b>1,769,869</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 2018-19 operating statistics and uses SFY20-21 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: 5/25/2021

### Appendix 6: 2024 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	369,550	711,527	15,100	1,096,177
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	120,340	244,850	12,500	377,690
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>489,890</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,627,568</b>
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	28,030	0	0	28,030
	Other Unallocated (Urban/Rural)	42,600	56,004	0	98,604
	<b>GRAND TOTAL</b>	<b>560,520</b>	<b>1,162,254</b>	<b>83,423</b>	<b>1,806,197</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 2018-19 operating statistics and uses SFY20-21 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: 5/25/2021

### Appendix 6: 2025 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,780	711,527	15,100	1,100,407
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,720	244,850	12,500	379,070
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>495,500</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,633,178</b>
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	28,350	0	0	28,350
	Other Unallocated (Urban/Rural)	43,090	85,060	0	128,150
	<b>GRAND TOTAL</b>	<b>566,940</b>	<b>1,191,310</b>	<b>83,423</b>	<b>1,841,673</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 24-25.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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

Date Prepared: 5/25/2021

### Appendix 6: 2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	373,360	711,527	15,100	1,099,987
	<i>Krapf's Coach - Chester</i>	0	18	0	18
	<i>Upper Merion</i>	0	19	0	19
	PAAC	121,580	244,850	12,500	378,930
	AMTRAN -- Blair	0	3,316	0	3,316
	BCTA -- Beaver	0	4,195	591	4,786
	CAT -- Dauphin	0	9,437	1,380	10,817
	CATA -- Centre	0	7,631	293	7,924
	CCTA -- Cambria	0	7,527	921	8,448
	COLTS -- Lackawanna	0	7,563	1,946	9,509
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	7,620	5,700	13,320
	EMTA -- Erie	0	10,882	1,216	12,098
	FACT -- Fayette	0	1,326	577	1,903
	HPT -- Hazleton	0	2,175	0	2,175
	LANTA -- Lehigh-Northampton	0	19,085	3,628	22,713
	LCTA -- Luzerne	0	6,412	694	7,106
	<i>Martz</i>	0	13	0	13
	LT -- Lebanon	0	2,157	581	2,738
	MMVTA -- Mid Mon Valley	0	3,173	0	3,173
	MCTA -- Monroe	0	2,233	1,372	3,605
	Pottstown -- Montgomery	0	1,407	0	1,407
	SCTA -- South Central	0	17,665	4,612	22,277
	SVSS -- Shenango Valley	0	868	963	1,831
	WCTA -- Washington	0	1,639	2,215	3,854
	WBT -- Williamsport	0	4,643	0	4,643
	WCTA -- Westmoreland	0	4,351	1,657	6,008
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>494,940</b>	<b>1,081,732</b>	<b>55,946</b>	<b>1,632,618</b>
RURAL	ATA	0	6,001	453	6,454
	BTA -- Butler	0	1,031	0	1,031
	Carbon	0	273	506	779
	CATA -- Crawford	0	1,518	785	2,303
	EMTA -- Endless Mtns.	0	1,149	1,291	2,440
	ICTA -- Indiana	0	1,855	408	2,263
	Mid-County -- Armstrong	0	657	315	972
	Mt. Carmel	0	342	0	342
	NCATA -- New Castle	0	4,783	0	4,783
	STS -- Schuylkill	0	1,747	1,032	2,779
	TAWC -- Warren	0	755	498	1,253
	<b>Rural Total</b>	<b>0</b>	<b>20,111</b>	<b>5,288</b>	<b>25,399</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,156	1,156
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	653	653
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,015	1,015
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	812	812
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,147	1,147
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>22,189</b>	<b>22,189</b>
Other Agencies	Bucks County Transport	0	638	0	638
	Chester County TMA	0	929	0	929
	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>4,407</b>	<b>0</b>	<b>4,407</b>
	PennDOT Discretion	28,320	0	0	28,320
	Other Unallocated (Urban/Rural)	43,040	114,843	0	157,883
	<b>GRAND TOTAL</b>	<b>566,300</b>	<b>1,221,093</b>	<b>83,423</b>	<b>1,870,816</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 25-26.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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: 5/25/2021

### Appendix 6: 2023-2026 Estimated State Transit Funds (\$000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,480,980	2,846,108	60,400	4,387,488
	<i>Krapf's Coach - Chester</i>	0	72	0	72
	<i>Upper Merion</i>	0	76	0	76
	PAAC	482,270	979,400	50,000	1,511,670
	AMTRAN -- Blair	0	13,264	0	13,264
	BCTA -- Beaver	0	16,780	2,364	19,144
	CAT -- Dauphin	0	37,748	5,520	43,268
	CATA -- Centre	0	30,524	1,172	31,696
	CCTA -- Cambria	0	30,108	3,684	33,792
	COLTS -- Lackawanna	0	30,252	7,784	38,036
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	30,480	22,800	53,280
	EMTA -- Erie	0	43,528	4,864	48,392
	FACT -- Fayette	0	5,304	2,308	7,612
	HPT -- Hazleton	0	8,700	0	8,700
	LANTA -- Lehigh-Northampton	0	76,340	14,512	90,852
	LCTA -- Luzerne	0	25,648	2,776	28,424
	<i>Martz</i>	0	52	0	52
	LT -- Lebanon	0	8,628	2,324	10,952
	MMVTA -- Mid Mon Valley	0	12,692	0	12,692
	MCTA -- Monroe	0	8,932	5,488	14,420
	Pottstown -- Montgomery	0	5,628	0	5,628
	SCTA -- South Central	0	70,660	18,448	89,108
	SVSS -- Shenango Valley	0	3,472	3,852	7,324
	WCTA -- Washington	0	6,556	8,860	15,416
	WBT -- Williamsport	0	18,572	0	18,572
	WCTA -- Westmoreland	0	17,404	6,628	24,032
	Unallocated Other Urban Systems	0	0	0	0
	<b>Urban Total</b>	<b>1,963,250</b>	<b>4,326,928</b>	<b>223,784</b>	<b>6,513,962</b>
RURAL	ATA	0	24,004	1,812	25,816
	BTA -- Butler	0	4,124	0	4,124
	Carbon	0	1,092	2,024	3,116
	CATA -- Crawford	0	6,072	3,140	9,212
	EMTA -- Endless Mtns.	0	4,596	5,164	9,760
	ICTA -- Indiana	0	7,420	1,632	9,052
	Mid-County -- Armstrong	0	2,628	1,260	3,888
	Mt. Carmel	0	1,368	0	1,368
	NCATA -- New Castle	0	19,132	0	19,132
	STS -- Schuylkill	0	6,988	4,128	11,116
	TAWC -- Warren	0	3,020	1,992	5,012
	<b>Rural Total</b>	<b>0</b>	<b>80,444</b>	<b>21,152</b>	<b>101,596</b>
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,624	4,624
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,612	2,612
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,060	4,060
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,248	3,248
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	4,588	4,588
	<b>Shared-Ride Total</b>	<b>0</b>	<b>0</b>	<b>88,756</b>	<b>88,756</b>
Other Agencies	Bucks County Transport	0	2,552	0	2,552
	Chester County TMA	0	3,716	0	3,716
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	3,548	0	3,548
	<b>Other Agency Total</b>	<b>0</b>	<b>17,628</b>	<b>0</b>	<b>17,628</b>
	PennDOT Discretion	112,330	0	0	112,330
	Other Unallocated (Urban/Rural)	170,720	283,563	0	454,283
	<b>GRAND TOTAL</b>	<b>2,246,300</b>	<b>4,708,563</b>	<b>333,692</b>	<b>7,288,555</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%.

# Distribution for all fiscal years is based on FY 2018-19 operating statistics and uses SFY20-21 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: 5/25/2021

**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$000)**

<b>Federal Transit</b>	<b>FFY 2023</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachia Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

+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 2023-2026 (\$000)**

<b>Federal Transit</b>	<b>FFY 2024</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

+These funds can be used for operating, capital or technical assistance

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**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$000)**

<b>Federal Transit</b>	<b>FFY 2025</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

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**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$000)**

Federal Transit	FFY 2026						
	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	7,602	0	700	0	0	925	9,227
Altoona*	1,316	0	0	0	0	0	1,316
East Stroudsburg*	1,222	0	0	0	0	0	1,222
Erie*	4,261	0	0	0	0	0	4,261
Harrisburg*	5,534	0	457	0	0	582	6,573
Hanover*	1,000	0	0	0	0	0	1,000
Hazleton*	886	0	0	0	0	0	886
Johnstown*	1,612	14	0	0	0	0	1,626
Lancaster*	4,823	0	437	0	0	535	5,795
Lebanon*	1,148	0	0	0	0	0	1,148
Monessen*	1,482	0	0	0	0	0	1,482
Philadelphia**	105,112	123,572	3,499	0	0	8,529	240,712
Pittsburgh**	34,721	22,434	1,905	0	0	3,291	62,351
Pottstown*	1,431	0	0	0	0	0	1,431
Reading*	3,728	0	282	0	0	425	4,435
Scranton/Wilkes-Barre*	5,009	0	449	0	0	568	6,026
Sharon*	725	0	51	0	0	74	850
State College*	3,389	0	0	0	0	0	3,389
Uniontown-Connellsville*	1,260	0	0	0	0	0	1,260
Williamsport*	2,579	0	0	0	0	0	2,579
York*	3,326	0	243	0	0	383	3,952
<b>Large Urban</b>	6,601	3,903	0	0	0	0	10,504
<b>Small Urban</b>	1,656	0	2,224	0	0	1,888	5,768
<b>Large or Small Urban</b>	0	11,785	0	0	0	3,500	15,285
<b>Non Urbanized</b>	0	0	2,486	21,578	0	0	24,064
<b>Intercity Bus</b>	0	0	0	3,808	0	0	3,808
<b>Appalachian Counties</b>	0	0	0	0	4,788	0	4,788
<b>TOTALS</b>	<b>200,423</b>	<b>161,708</b>	<b>12,733</b>	<b>25,386</b>	<b>4,788</b>	<b>20,700</b>	<b>425,738</b>

Date prepared: 5/25/2021

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**Appendix 7**  
**Financial Guidance**  
**Federal Transit Funding 2023-2026 (\$000)**

<b>Federal Transit</b>	<b>Total FFY 2023 - FFY 2026</b>						
<b>Urban Area</b>	<b>Urbanized Area (5307 &amp; 5340)</b>	<b>5337 (State of Good Repair)</b>	<b>5310</b>	<b>5311+</b>	<b>Appalachian Funds+</b>	<b>5339 (Bus and Bus Facilities)</b>	<b>Total</b>
Allentown-Bethlehem*	30,408	0	2,800	0	0	3,700	36,908
Altoona*	5,264	0	0	0	0	0	5,264
East Stroudsburg*	4,888	0	0	0	0	0	4,888
Erie*	17,044	0	0	0	0	0	17,044
Harrisburg*	22,136	0	1,828	0	0	2,328	26,292
Hanover*	4,000	0	0	0	0	0	4,000
Hazleton*	3,544	0	0	0	0	0	3,544
Johnstown*	6,448	56	0	0	0	0	6,504
Lancaster*	19,292	0	1,748	0	0	2,140	23,180
Lebanon*	4,592	0	0	0	0	0	4,592
Monessen*	5,928	0	0	0	0	0	5,928
Philadelphia**	420,448	494,288	13,996	0	0	34,116	962,848
Pittsburgh**	138,884	89,736	7,620	0	0	13,164	249,404
Pottstown*	5,724	0	0	0	0	0	5,724
Reading*	14,912	0	1,128	0	0	1,700	17,740
Scranton/Wilkes-Barre*	20,036	0	1,796	0	0	2,272	24,104
Sharon*	2,900	0	206	0	0	296	3,402
State College*	13,556	0	0	0	0	0	13,556
Uniontown-Connellsville*	5,040	0	0	0	0	0	5,040
Williamsport*	10,316	0	0	0	0	0	10,316
York*	13,304	0	972	0	0	1,532	15,808
<b>Large Urban</b>	26,404	15,612	0	0	0	0	42,016
<b>Small Urban</b>	6,624	0	8,896	0	0	7,552	23,072
<b>Large or Small Urban</b>	0	47,140	0	0	0	14,000	61,140
<b>Non Urbanized</b>	0	0	9,944	86,312	0	0	96,256
<b>Intercity Bus</b>	0	0	0	15,232	0	0	15,232
<b>Appalachian Counties</b>	0	0	0	0	19,152	0	19,152
<b>TOTALS</b>	<b>801,692</b>	<b>646,832</b>	<b>50,934</b>	<b>101,544</b>	<b>19,152</b>	<b>82,800</b>	<b>1,702,954</b>

Date prepared: 5/25/2021

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**Appendix 8**  
**2023-2026 Federal and State Transit Funding by Region**  
(\$000)

Region	2023			2024			2025			2026			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	242,143	1,108,227	1,350,370	242,143	1,113,487	1,355,630	242,143	1,117,717	1,359,860	242,143	1,117,297	1,359,440	968,572	4,456,728	5,425,300
SPC	65,093	407,564	472,657	65,093	409,274	474,367	65,093	410,654	475,747	65,093	410,514	475,607	260,372	1,638,006	1,898,378
Harrisburg	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	6,573	10,817	17,390	26,292	43,268	69,560
Scranton/WB	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	6,912	18,803	25,715	27,648	75,212	102,860
Lehigh Valley	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	9,227	22,713	31,940	36,908	90,852	127,760
NEPA	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	1,222	7,633	8,855	4,888	30,532	35,420
SEDA-COG	0	772	772	0	772	772	0	772	772	0	772	772	0	3,088	3,088
Altoona	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	1,316	4,472	5,788	5,264	17,888	23,152
Johnstown	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	1,626	8,448	10,074	6,504	33,792	40,296
Centre County	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	3,389	8,577	11,966	13,556	34,308	47,864
Williamsport	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	2,579	5,658	8,237	10,316	22,632	32,948
Erie	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	4,261	12,098	16,359	17,044	48,392	65,436
Lancaster	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	5,795	0	5,795	23,180	0	23,180
York	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	4,952	0	4,952	19,808	0	19,808
Reading	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	4,435	0	4,435	17,740	0	17,740
Lebanon	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	1,148	2,738	3,886	4,592	10,952	15,544
Mercer	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	850	1,831	2,681	3,402	7,324	10,726
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Urban</b>	<b>361,521</b>	<b>1,620,351</b>	<b>1,981,872</b>	<b>361,521</b>	<b>1,627,321</b>	<b>1,988,842</b>	<b>361,521</b>	<b>1,632,931</b>	<b>1,994,452</b>	<b>361,521</b>	<b>1,632,371</b>	<b>1,993,892</b>	<b>1,446,086</b>	<b>6,512,974</b>	<b>7,959,060</b>
Northwest	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	4,384	4,384	0	17,536	17,536
N. Central	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	6,454	6,454	0	25,816	25,816
N. Tier	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	3,252	3,252	0	13,008	13,008
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	1,147	1,147	0	4,588	4,588
<b>Total Rural</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>16,645</b>	<b>16,645</b>	<b>0</b>	<b>66,580</b>	<b>66,580</b>
<b>Unallocated</b>	<b>64,217</b>	<b>97,276</b>	<b>161,493</b>	<b>64,217</b>	<b>126,634</b>	<b>190,851</b>	<b>64,217</b>	<b>156,500</b>	<b>220,717</b>	<b>64,217</b>	<b>186,203</b>	<b>250,420</b>	<b>256,868</b>	<b>566,613</b>	<b>823,481</b>
<b>Multiple -- SCTA*</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>22,277</b>	<b>22,277</b>	<b>0</b>	<b>89,108</b>	<b>89,108</b>
<b>Multiple -- CPTA*</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>13,320</b>	<b>13,320</b>	<b>0</b>	<b>53,280</b>	<b>53,280</b>
<b>Grand Total</b>	<b>425,738</b>	<b>1,769,869</b>	<b>2,195,608</b>	<b>425,738</b>	<b>1,806,197</b>	<b>2,231,935</b>	<b>425,738</b>	<b>1,841,673</b>	<b>2,267,412</b>	<b>425,738</b>	<b>1,870,816</b>	<b>2,296,554</b>	<b>1,702,954</b>	<b>7,288,555</b>	<b>8,991,509</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 shared by the Lancaster and Reading MPOs

\* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

June 29, 2021

**PENNSYLVANIA'S 2023  
TRANSPORTATION PROGRAM  
GENERAL AND PROCEDURAL  
GUIDANCE**

# **2023 Transportation Program General and Procedural Guidance**

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# 2023 Transportation Program General and Procedural Guidance

## INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2023-2026 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2021-2024 STIP Federal Planning Finding](#), these regulations guide the development process of the 2023 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the Fixing America's Surface Transportation (FAST) Act. Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM). With these changes, the regional TIPs will continue to evolve into more narrative-based planning documents, similar to the regional LRTPs.

# 2023 Transportation Program General and Procedural Guidance

This document will oversee the development process of the 2023 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

## REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania's MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2023 Transportation Program development schedule is available in Appendix 1.

[PA Act 120 of 1970](#), enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

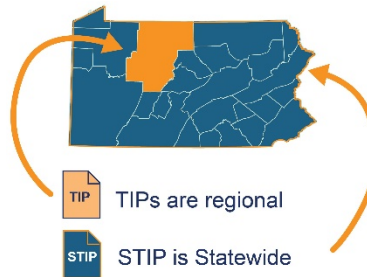
### 12-Year Program Cycle for Federal Fiscal Year (FFY) 2023-2034

FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034
1 <sup>st</sup> Four Years (STIP/TIPs)				2 <sup>nd</sup> Four Years				3 <sup>rd</sup> Four Years			
← TYP →											
← TAMP →											

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Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, Statewide Items TIP, and Interstate Management (IM) Program TIP. PennDOT takes the lead in developing the independent county TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of



## 2023 Transportation Program General and Procedural Guidance

limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

### Public Participation

Public outreach is a key component of updating the Program. The release of the [2021 Transportation Performance Report](#) (TPR) by the STC on February 18, 2021 was the official start of the 2023 Program update process in Pennsylvania. PennDOT, the STC and the MPOs/RPOs welcomed the public to review the TPR prior to providing input and feedback on transportation priorities to help identify projects for the 2023 Program. The 2023 TYP update open public comment period took place from March 1 to April 14, 2021. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns on STC's [Public Outreach](#) page and attend an [Online Public Meeting](#) hosted by the Secretary of Transportation, who is also STC Chair. During the Public Meeting, the findings of the 2021 TPR were presented and the public was given the opportunity to ask questions.

To increase public participation and gather as much feedback as possible, PennDOT, the STC and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through both social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2023 TYP as well as the 2045 LRTP and the CFMP. Feedback was also shared with the BPT, Districts and MPOs/RPOs, who will consider these results in their project selection process for the TIP. The same process is utilized for the respective regional portions of the Program. STC's [How It Works](#) describes how PennDOT, the STC and the Transportation Advisory Committee (TAC) use a variety of tools including programs, plans and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related

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activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their own regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and the public. The MPOs/RPOs must post their own regional PPPs on their respective websites. The MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

### Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. Recently, FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principle points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's

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complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

### Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2023 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of government-to-government consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

### Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. Non-TMA MPOs, metropolitan areas with populations less than 200,000 as deemed by the US Census, and RPOs must include documentation to indicate compliance as part of their TIP submissions. MPOs that are in Transportation Management Areas (TMAs), metropolitan areas with populations exceeding 200,000 as deemed by the US Census, are required to have Federal certification reviews performed by FHWA/FTA every four years, in accordance with [23 CFR 450.336\(b\)](#). Based on the higher level of oversight by FHWA/FTA, the TMA MPOs aren't asked to provide the additional compliance documents because those materials are reviewed as part of the Federal certification review process. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **Examples** of self-certification resolutions

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and documentation can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

### Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above, and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2023 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2023 Program from a previous Program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, and funds obligation. As the project

## 2023 Transportation Program General and Procedural Guidance

progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPO/RPO's in consultation with the Engineering Districts, should consider cross asset optimization of these multiple project focus areas when considering whether or not to adopt the statewide targets that have been established. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

### **PennDOT Connects**

Overarching guidance for PennDOT's project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

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The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. “Cultural resources” is a term that is typically used synonymously with the term “historic properties”, which are defined in the [National Historic Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation’s implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania’s communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania’s [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

### Long Range Transportation Plans

PA On Track is Pennsylvania’s current [L RTP](#) and [CFMP](#). They were developed with the cooperation and input from dozens of state, regional and local transportation agencies. PA On Track sets goal areas that include system preservation, safety, personal and freight mobility, and investment. Pennsylvania’s Statewide LRTP and CFMP are currently being updated for 2045 to meet the [federal requirement](#) to update the State Freight Plans every five years.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance to MPOs/RPOs in the development of regional LRTPs in its [Developing Regional Long Range Plans](#), PennDOT Publication (PUB) 575, which is currently being updated. PennDOT has also created [Freight Planning Guidance](#) (PUB 790).

The regional LRTPs are consistent with the goals laid out in the statewide LRTP, are based on extensive public and stakeholder involvement, and include a list of fiscally constrained projects that support



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regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional L RTPs, comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional L RTPs available on their websites.

### Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act and reaffirmed in the [Fixing America's Surface Transportation](#) (FAST) Act. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.



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The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, all MPOs/RPOs have adopted PennDOT's statewide targets. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.



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Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOMO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [Pennsylvania CFMP](#), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs. As part of the regional TIP development process, the MPOs/RPOs and Districts must also document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2023 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

# 2023 Transportation Program

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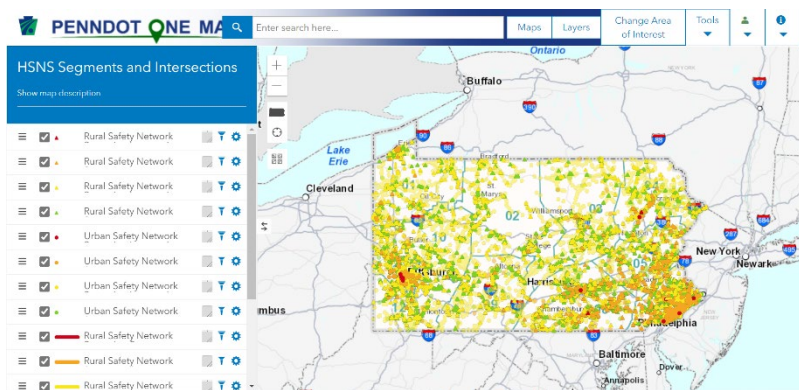
### Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the FHWA FY [2019-2022 Strategic Plan](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

To establish the current Safety Performance Measure (PM1) targets, PennDOT BOMO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOMO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. This directly ties to achieving the targets established under PM1. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT [District, BOMO, and CPDM staff]. These projects must be consistent with the strategies from the SHSP.

All projects utilizing HSIP funds shall be evaluated based on Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. As a **minimum**, HSIP projects shall have a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries.



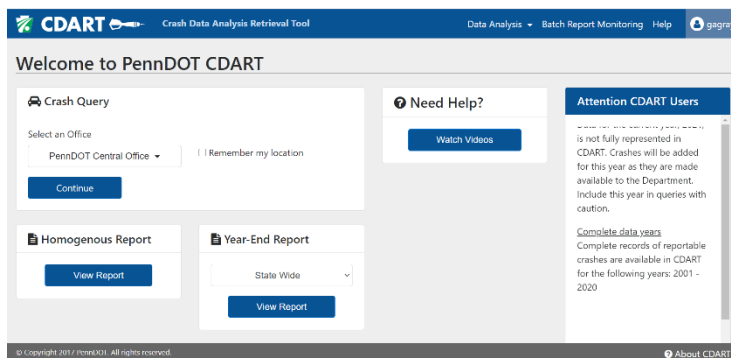
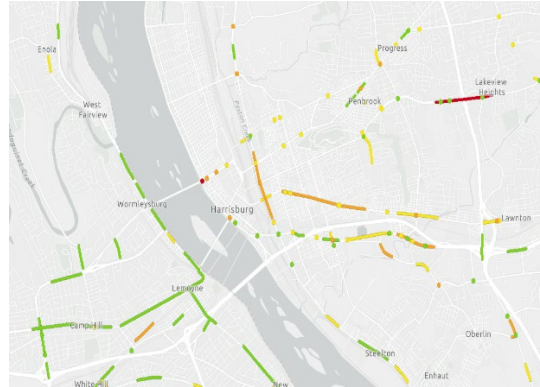
The process for selecting safety projects for inclusion in the TIP should begin with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This

evaluation has been mapped and is included in [PennDOT's OneMap](#) to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently

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evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes (excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.

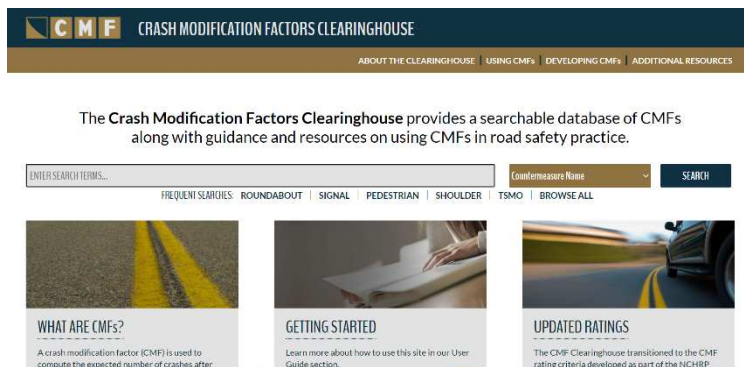


Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)

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Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPO/RPO's should use this information to assess

the complexity of the project needed. For example, can a situation involving roadway departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivery of safety that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets.

These analysis options are explored in more detail at the following locations:

- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – District Highway Safety Guidance Manual](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)

More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

# 2023 Transportation Program

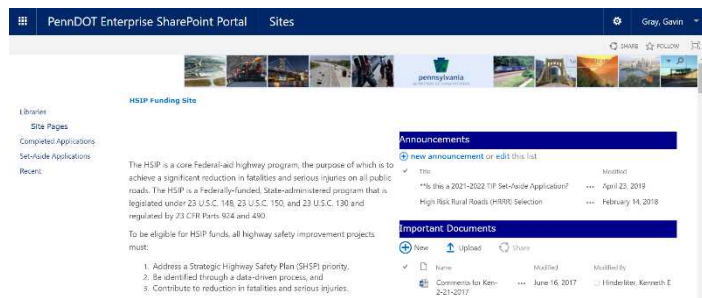
## General and Procedural Guidance

The [SharePoint HSIP funding site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow

involving the PennDOT Engineering District, BOMO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Failure to do this could result in projects being included in the TIP that do not meet the minimum 1:1 benefit cost ratio for utilization of HSIP funding. The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOMO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside \$35 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOMO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document.



## Pavement and Bridge Asset Management

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines



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the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT BOMO's Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its investment decisions for this Program update as well as future updates. Analyses done during the development of the TAMP were utilized to establish the current Pavement and Bridge Condition Performance Measure (PM2) targets.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and cost matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per [23 CFR 515.9 \(d\)\(1\)](#). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset

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condition and performance. Implementation of these improved asset management practices should be implemented on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within a LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT BOMO-Asset Management will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2023 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs. The PAMS and BAMS outputs for the 2023 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions on the NHS
- projected future conditions on the NHS
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. Future updates of Pennsylvania's TAMP will consider expanding the pavement and bridge inventory to include non-NHS pavements and bridges as well as additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT BOMO will work with PennDOT CPDM, PennDOT Districts and the

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MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to prevent bridge or pavement conditions from falling below FHWA minimum condition thresholds. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized to help achieve NHS performance targets, if available. This will be based on coordination between PennDOT BOMO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT BOMO AMD to improve future asset management system recommendations.

### System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are



## **2023 Transportation Program General and Procedural Guidance**

derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOMO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOMO and CPDM will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional target assessment and progress. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOMO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

### **Transportation Systems Management and Operations**

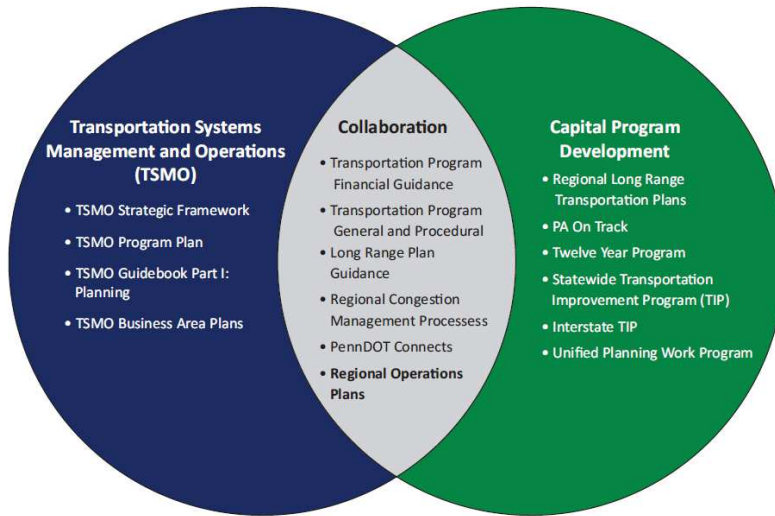
The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using operations-focused strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. TSMO strategies must first be considered before the implementation of a capacity-adding project. TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

# 2023 Transportation Program General and Procedural Guidance

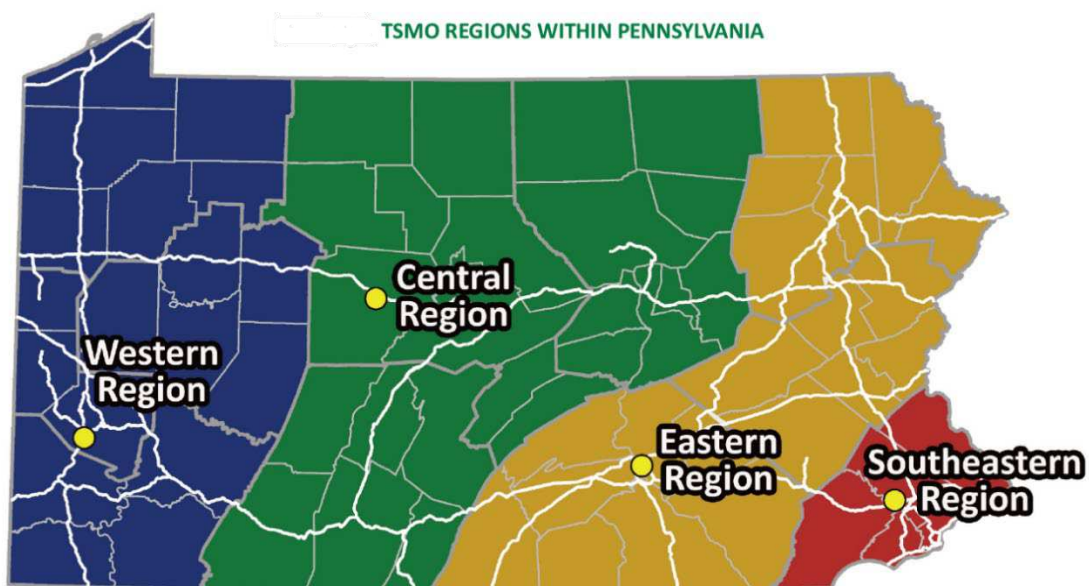
## TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects.

Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania's four TSMO regions to better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).



## **2023 Transportation Program General and Procedural Guidance**

The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

### **The National Highway Freight Program**

The National Highway Freight Program (NFP) was authorized under the FAST Act to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#):

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [CFMP](#) must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the CFMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the CFMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the CFMP will be updated concurrently.

### **Congestion Mitigation and Air Quality Program**

The purpose of the CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM<sub>2.5/10</sub>) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

## **2023 Transportation Program General and Procedural Guidance**

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.
- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

PennDOT CPDM works with the MPOs/RPOs and District Offices to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects).

## 2023 Transportation Program General and Procedural Guidance

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas except DVRPC and SPC, a simplified evaluation, selection, and eligibility determination process such as the one outlined below is recommended to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.
- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. As part of the draft TIP review, PennDOT and FHWA/FTA review project eligibility. Once FHWA and FTA approve the STIP, PennDOT CPDM can move forward with obligating projects funded with CMAQ.

PennDOT CPDM prepares an annual report to FHWA using project information from the MPMS system. This information is compiled annually on a nationwide level and is submitted by FHWA to Congress. It provides a list of obligated projects and emissions analyses for those projects, which ensures that only CMAQ-eligible projects are being funded.

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs.

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MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

MPOs currently serving an urbanized area population over 1,000,000 that includes an air quality nonattainment or maintenance area must develop a CMAQ Performance Plan. In the CMAQ Performance Plan and its biennial updates, MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans. For the next performance period covering 2022-2025, all MPOs serving an urbanized population more than 200,000 that include an air quality nonattainment or maintenance area will be required to develop a plan.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)

### **Congestion Management Process**

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.



# 2023 Transportation Program

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### Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country. As part of the 2021 TIP Environmental Justice Committee After Action Review (AAR), some aspects of the Unified EJ Guide will be modified and will be updated by November 2021.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

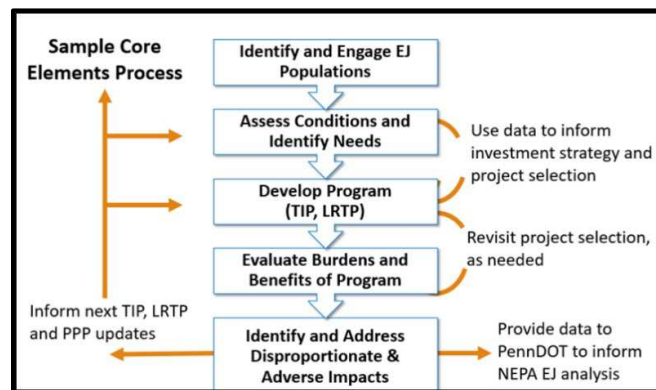
As a continuation of the statewide analysis approach started with the 2021 TIP, Lycoming County Planning Commission will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2023 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid, minimize or mitigate these impacts. It is important to note that determinations of disproportionately

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high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis:



### Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
  - Operates Rail Fixed Guideway (Section 5337) **OR**
  - Operates over 100 vehicles across all fixed route modes **OR**
  - Operates over 100 vehicles in one non-fixed route mode
- Tier II
  - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
  - Operates up to and including 100 vehicles across all fixed route modes **OR**
  - Operates up to and including 100 vehicles in one non-fixed route mode

A [list](#) of Pennsylvania's Tier I and II transit agencies is found in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management



## **2023 Transportation Program General and Procedural Guidance**

and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with the MPOs/RPOs, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

### **FISCAL CONSTRAINT**

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2023 Program Financial Guidance](#) document, first through a Work Group, and later through agreement by all parties. This Guidance provides sufficient information to begin identifying projects, performing project technical evaluations, and negotiating and reaching consensus on the fiscally constrained regional programs.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. 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 the FAST Act authorized 2020 apportionment levels for the entire twelve years of the Program. State revenues are based on the latest budget estimates for highway and bridge capital appropriations. Allocations are provided to each MPO/RPO for highway and bridge funds based on jointly developed formulas. Allocations are also provided for the IMP, NFP, and Railway-Highway Crossings Program (Section 130/RRX). These continue to be centrally managed statewide programs. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion.

Transit Financial Guidance includes both federal and state resources. Federal funding is based on FAST Act levels. State funding is based on projected funding source revenues and applied by formulas established in [Act 44 of 2007](#), as amended by [Act 89 of 2013](#). In addition, as part of an agreement between the Commonwealth and the transit agencies, a total of \$25 million per year in federal highway funding is reserved to be flexed to the transit agencies.

To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the

## 2023 Transportation Program General and Procedural Guidance

assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2023 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

### Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC obligations, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

### Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

## **2023 Transportation Program General and Procedural Guidance**

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

### **AIR QUALITY CONFORMITY**

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new

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violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination shows the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

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The completion of a regional TIP or LRTP conformity analysis includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.
2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPO/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS). This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.

## **2023 Transportation Program General and Procedural Guidance**

6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2023 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.
7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
  - a. Review and brief applicable committees on the conformity report
  - b. Review and brief applicable committees on the TIP and/or LRTP
  - c. Review and brief applicable committees and Board on response to public comments
  - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
  - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
  - f. Board adoption and approval of the TIP and/or LRTP
  - g. Board adoption and approval of the self-certification resolution

### **STATEWIDE PROGRAMS**

#### **Interstate Program**

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOMO, BPD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC holds District Interstate rides and presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. Representatives from the ISC, FHWA, and PennDOT BOMO, CPDM, and Districts ride the entire Interstate System to assess current conditions and review both currently planned and potential projects. PennDOT Districts then provide presentations to the ISC with updates on conditions, challenges, best practices and needs



## **2023 Transportation Program General and Procedural Guidance**

in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOMO Asset Management. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

### **Railway-Highway Crossings Program**

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

### **Transportation Alternatives Set-Aside**

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The FAST Act further sub-allocates TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 5,001 to 200,000 and areas with population of 5,000

## 2023 Transportation Program General and Procedural Guidance

or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. The balance of funds from any carryover projects will remain in a Statewide Line Item on the Statewide Program until there is a new or continuing Federal Authorization that includes updated provisions for the TA Set-Aside program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

### Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

## PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g. FFY 2023, 2024, 2025, 2026) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).



## **2023 Transportation Program General and Procedural Guidance**

- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e. the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will be established. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with LEP. As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2023 Transportation Program guidance documents will available at [Talkpatransportation.com](https://talkpatransportation.com) for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public well informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on PennDOT's website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

# 2023 Transportation Program General and Procedural Guidance

## TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2023 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	Transit Performance Measures Narrative Documentation	✓
6	Highway and Bridge TIP Listing with public narrative	✓
7	Public Transportation TIP Listing with public narrative	✓
8	Interstate TIP Listing with public narrative (regional portion)	✓
9	TIP Financial Constraint Chart	✓
10	Public Transportation Financial Capacity Analysis (MPO Only)	
11	EJ Analysis and Documentation	✓
12	Air Quality Conformity Determination Report (if applicable)	✓
13	Air Quality Resolution (if applicable)	
14	Public Comment Period Advertisement	✓
15	Documented Public Comments received (if applicable)	
16	Title VI Policy Statement	✓
17	TIP Revision Procedures	✓
18	Self-Certification Resolution	
19	List of major projects from the previous TIP that were implemented	
20	List of major regional projects from the previous TIP that were delayed	
21	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2023 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM

## **2023 Transportation Program General and Procedural Guidance**

will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2022 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2023 FFY on October 1.

### **PROGRAM ADMINISTRATION**

After adoption, the 2023 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2023 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2023 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2023 Program.

The modification procedures that were approved for the 2021 Program will be used as a starting point for the development of procedures for the 2023 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa. PennDOT CPDM will work with FHWA/FTA to develop and implement a streamlined revision process.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase
- identification of the agencies responsible for carrying out the project or phase

## **2023 Transportation Program General and Procedural Guidance**

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist them in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding. The MPOs/RPOs should share the Annual Listing of Obligated Projects/Executed Grants with their respective Boards/Committees and post the reports on their websites.

## 2023 Program Development Schedule

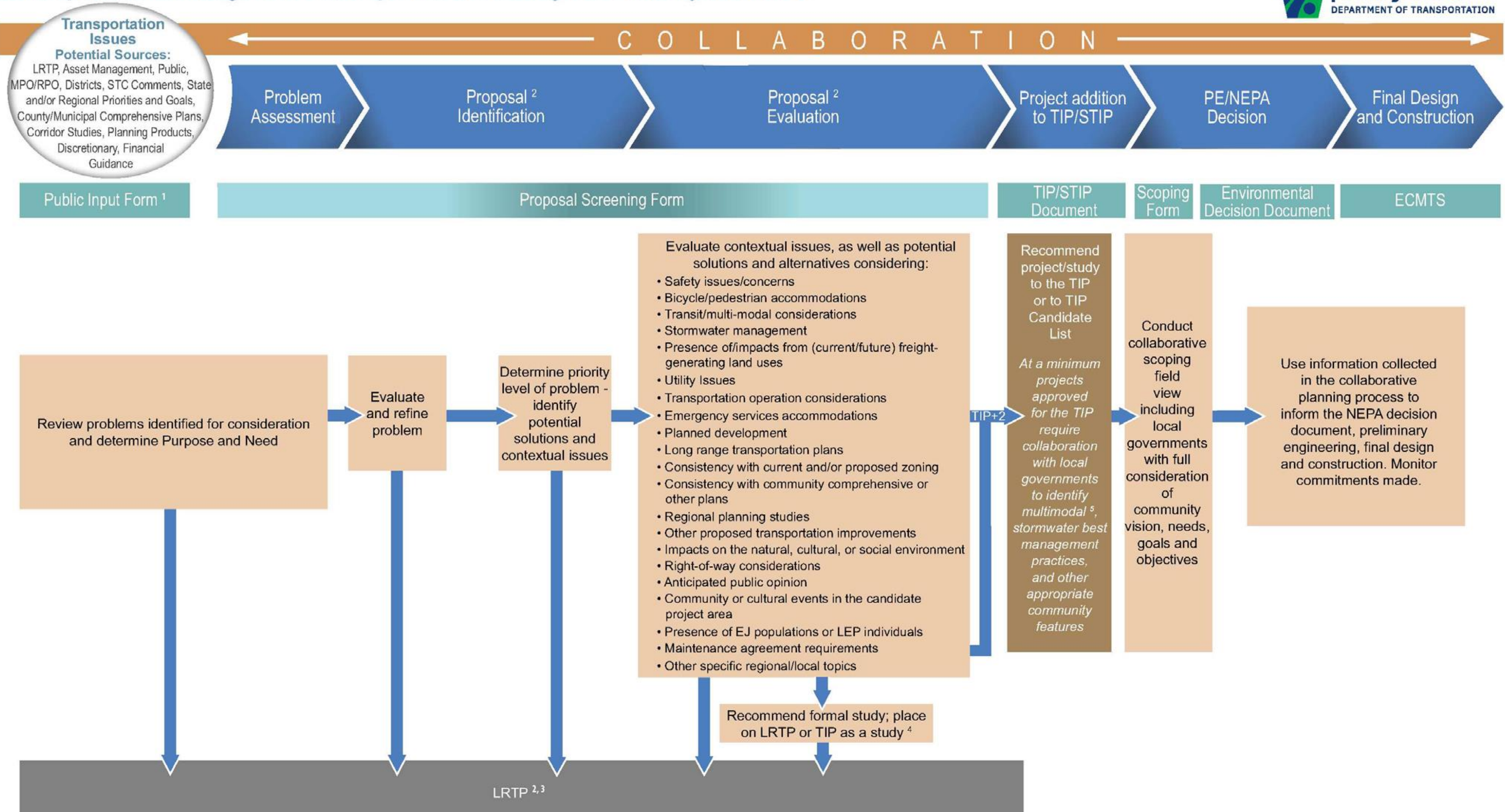
Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
STC releases Transportation Performance Report		2/17																				
STC-TYP public comment period			3/1	4/14																		
STC online public forum			3/23																			
General/Procedural Guidance Work Group Meetings																						
Financial Guidance Work Group Meetings																						
2023 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP																						
Spring/Summer Planning Partners Call						6/29																
Draft Interstate carryover projects released																						
BOMO Asset Management provides PAMS/BAMS outputs for the 2023 Program Update																						
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings																						
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects																						
Project updates are made in MPMS																						
Final Program Update Guidance documents released																						
Interstate Steering Committee Presentations																						
Statewide STIP MOU development/finalization																						
Validation of PennDOT Connects PIF forms conducted for new 2023 TIP projects																						
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs																						
Spike decisions released																						
Draft Interstate and Statewide Projects announced																						
Fall Planning Partners Meeting																						
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs																						
PennDOT completes attaching draft TIP/TYP in MPMS																						
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review																						

## 2023 Program Development Schedule

Activity	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22
Final IM and Statewide Program Distributed																						
PennDOT CPDM completes initial review of the preliminary draft TIPs																						
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program																						
PennDOT CPDM to hold draft program review discussions																						
Interagency air quality consultation																						
Central Office sends Draft TIPs to FHWA for eligibility review																						
MPOs, RPOs and PennDOT conduct air quality conformity analysis																						
STIP Executive Summary Development																						
TIP Public Comment Periods																						
STIP Public Comment Period (15 day)																						
CPDM to review STIP public comments																						
MPOs/RPOs adopt regional TIPs																						
MPOs/RPOs submit regional TIPs to PennDOT CPDM																						
PennDOT CPDM reviews TIP submissions for STIP submittal																						
STC approves TYP																						
PennDOT submits STIP to FHWA/FTA on behalf of Governor																						
FHWA/FTA reviews and approves air quality conformity documents and STIP																						
2023 Program Begins																						



# Transportation Program Development and Project Delivery Process



## Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.



## 2023-2026 Transportation Program Submission Checklist

Planning Partner: \_\_\_\_\_

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: \_\_\_\_\_

☐ Yes☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRR, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	<a href="#">Complete the tables in the Financial Constraint tab.</a>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## 2023-2026 Transportation Program Submission Checklist

Planning Partner: \_\_\_\_\_

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: \_\_\_\_\_

☐ Yes    ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
<b>8. Public Transportation:</b>	<b>Public Transportation Financial Capacity Analysis (MPO Only)</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>9. Environmental Justice Evaluation of Benefits and Burdens:</b>	<b>EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Air Quality:</b>	<b>Air Quality Conformity Determination Report</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Air Quality Resolution</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Public Participation Documentation:</b>	<b>Public Comment Period Advertisement</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain info about special needs/ADA Compliance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Documentation of Public Comments received</b>	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>12. Title VI:</b>	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>13. TIP Revision Procedures:</b>	<b>MPO/RPO TIP Modification Procedures (MOU)</b>	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 2023-2026 Transportation Program Submission Checklist

Planning Partner: \_\_\_\_\_

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: \_\_\_\_\_

☐ Yes    ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
<b>14. MPO/RPO Self-Certification Resolution:</b>	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>15. Other Requirements:</b>	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain regional system level estimates of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	List of annual obligated projects on website for FFY 2022	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. PennDOT Connects:</b>	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>17. Long Range Transportation Plan:</b>	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18. Completed/Reviewed by:</b>	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
<b>19. Comments:</b>	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

# 2023 - 2026 Transportation Program Development Checklist

## Financial Constraint Tables

**Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.**

	FFY 2023		FFY 2024		FFY 2025		FFY 2026		Comments
Fund Type	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$121,609,000	\$121,609,000	\$114,828,000	\$114,828,000	\$108,699,000	\$108,699,000	\$102,682,000	\$102,682,000	
STP	\$27,899,000	\$27,899,000	\$28,497,000	\$28,497,000	\$29,335,000	\$29,335,000	\$30,190,000	\$30,190,000	
State Highway (581)	\$43,021,000	\$43,021,000	\$46,455,000	\$46,455,000	\$47,289,000	\$47,289,000	\$51,819,000	\$51,819,000	
State Bridge (185/183)	\$38,354,000	\$38,478,000	\$37,669,000	\$38,403,000	\$37,669,000	\$37,669,000	\$37,531,000	\$37,531,000	State 179 funds are accounted for in FY23, FY24, for MPMS #15183 .
BOF	\$18,698,000	\$18,698,000	\$18,698,000	\$18,698,000	\$18,698,000	\$18,698,000	\$18,698,000	\$18,698,000	
HSIP	\$24,528,000	\$24,528,000	\$25,394,000	\$25,394,000	\$26,276,000	\$26,276,000	\$27,176,000	\$27,176,000	
CMAQ	\$39,553,000	\$39,553,000	\$40,547,000	\$40,547,000	\$41,561,000	\$41,561,000	\$42,595,000	\$42,595,000	
TAU	\$7,932,000	\$7,932,000	\$8,097,000	\$8,097,000	\$8,266,000	\$8,266,000	\$8,438,000	\$8,438,000	
STU	\$85,174,000	\$85,174,000	\$86,877,000	\$86,877,000	\$88,615,000	\$88,615,000	\$90,387,000	\$90,387,000	
BRIP	\$41,313,000	\$41,313,000	\$41,313,000	\$41,313,000	\$41,313,000	\$41,313,000	\$41,313,000	\$41,313,000	
<b>Total</b>	\$448,081,000	\$448,205,000	\$448,375,000	\$449,109,000	\$447,721,000	\$447,721,000	\$450,829,000	\$450,829,000	State 179 funds are accounted for in FY23, FY24, for MPMS #15183 .

**Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:**

Additional Funding Type	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Comments
FFL	\$300,000				MPMS #117327- Valley Park Road over Anderson Brook
FLEX (CMAQ)	\$17,083,000	\$17,083,000	\$17,083,000	\$17,083,000	
Other	\$1,000,000	\$500,000			MPMS #11803 - Spring Garden Connector - Phase 1
Private	\$47,000,000				MPMS #106264 - I-95 CAP and MPMS #11803 - Spring Garden Connector - Phase 1
Local	\$66,577,000	\$13,558,000	\$6,984,000	\$9,466,000	
RRX	\$619,000	\$730,000	\$85,000		
sHSIP	\$8,141,000	\$9,665,000	\$8,765,000		
SPIKE-NHPP			\$36,000,000	\$60,000,000	
SPIKE-STP	\$29,176,000	\$20,346,000	\$19,094,000	\$20,619,000	
SXF	\$2,410,000	\$8,728,000			MPMS #102709-PA 41 & SR 926 Improvements, MPMS #66952- PA 23/Valley Forge Road and North Gulph Road Relocation (2NG), MPMS #79832 -North Delaware Riverfront Greenway project, Sec 3
TAP	\$7,572,000	\$3,332,000			
TPK - Turnpike		\$21,050,000			MPMS #110444 - Ridge Pike, School Lane to Belvoir Rd
<b>Total</b>	\$179,878,000	\$94,992,000	\$88,011,000	\$107,168,000	



## SEPTA's Financial Capacity Analysis and TAM Plan

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# **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

## **FINANCIAL CAPACITY ASSESSMENT**

**August 2, 2022**

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority ("SEPTA" or the "Authority") has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2023-2026 Transportation Improvement Program. Notwithstanding the Authority's long-term financial capacity, SEPTA acknowledges that the COVID-19 pandemic has adversely affected travel and utilization of the Authority's services along with SEPTA's operations and financial results. SEPTA has received \$1.67 billion in Federal COVID-19 Relief funding (Coronavirus Aid, Relief, and Economic Security (CARES) Act of March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) of January 2021; and the American Rescue Plan Act (ARPA) of March 2021), which provided economic assistance to American workers, businesses, and industries impacted by COVID-19. These relief dollars have helped SEPTA offset the adverse financial impacts of the COVID-19 pandemic.

### **A. Scope of Operations**

The Southeastern Pennsylvania Transportation Authority was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest public transportation system in the United States and is responsible for operating:

- 125 Bus Routes (including 5 circulator routes & shuttle services)
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities

Due to the COVID-19 pandemic, SEPTA has realized substantial ridership decreases since March 2020. As of June 2022, SEPTA overall ridership reached 147 million total unlinked trips for FY 2022, which is 50% of pre-COVID FY 2019 levels of 292.9 million unlinked trips, and a 39% increase from FY 2021 total unlinked trips of 105.8 million. All SEPTA modes are progressively recovering ridership. Between June 2021 and June 2022, overall ridership increased by 39% with Bus ridership leading the recovery at 64% of pre-COVID levels. Similarly, Regional Rail ridership grew by 99% between June 2021 and June 2022 and recently reached 38% of pre-COVID levels. City Transit, which includes subways, trolleys, and buses that serve Philadelphia residents, grew by 37% between June 2021 and June 2022. In the month of June 2022, SEPTA recorded its best ridership recovery (56%) since the start of the pandemic.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**B. Historical Trends**

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2017 through Fiscal Year 2021). From FY 2017 to FY 2021 passenger revenue declined at a compound average growth rate of -23.7%. The 6% increase in FY 2018 was due to a fare increase effective on July 1, 2017. Operating expenses during the five-year period increased from \$1.351 billion to \$1.375 billion, reflecting a compound average growth rate of 0.4% per year. Operating subsidies increased from \$857 million in FY 2017 to \$1,182 million in FY 2021, an average rise of 8.4% per year. Operations for Fiscal Years 2017 through 2021 resulted in a relatively small surplus each year as total operating revenues, subsidies and investment income exceeded total expenses by an average of \$1.06 million over the five-year period. Investment income for Fiscal Years 2017 through 2021 are shown in the appendix and reflect financial market conditions and fund balances.

Transportation usage decreased during the five-year period at an average of 23.5% per year. The number of total unlinked passenger trips decreased from 308.3 million in FY 2017 to 105.8 million unlinked trips in FY 2021, due to the impacts of the COVID-19 pandemic.

SEPTA was able to meet its financial obligations during the five-year period and its long-term debt, incurred for capital expenditures, decreased from \$655.8 million at June 30, 2017 to \$610.6 million at June 30, 2021. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, decreased from 36.5% in 2017 to 14% in 2021.

**C. Current Condition**

For FY 2021, the most recent fiscal year for which comparative information is available, total passenger revenue decreased 57.2% relative to the prior fiscal year. Operating expenses decreased 2.1% primarily due to lower labor wages, casualty and liability expenses, lease rentals, purchased transportation, services, fuel and lubricant costs, and other material and supplies offset by higher fringe benefits, and utilities. The lower costs were realized to a reduction in service once the pandemic began. Total government subsidies needed to support operations increased 18.1% from \$996.1 million to \$1,176.4 million primarily to the receipts of CARES Act funding. On March 27, 2020, the U.S. Congress passed, and the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. The Authority was awarded \$644 million in CARES Act funding, a portion of which offset the significant passenger revenue shortfall resulting from lower ridership related to the COVID-19 pandemic. The CARES Act Grant was awarded by the Federal Transit Administration on June 3, 2020. The Authority recognized \$464.1 million in federal CARES Act funding to help offset lower passenger revenues. FY 2021 ended with an operating surplus of \$995,000.

The Authority's Fiscal Year 2021 audited financial results are prepared in accordance with generally accepted accounting principles (GAAP).

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**D. Financial Projections**

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In the future, SEPTA anticipates issuing bonds for certain capital projects, such as rail car acquisitions, to assist in financing the capital program.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2028.

**Forecast Assumptions By Category:**

*Passenger Revenue*

Passenger Revenue and Shared Ride Revenue is projected to grow an average of 6.21% over the five-year period, with total Operating Revenue projected to eventually reach 83% of pre-COVID levels in FY 2028.

*Other Income*

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, scrap sales, and property damage recoveries. Other Revenue is expected to increase approximately 6.21% per year.

*Expenses*

Overall expense growth rate averages 2.21% annually with fringe benefits expected to grow at a higher rate due to increased healthcare costs.

*Subsidy*

In response to the COVID-19 pandemic, three Federal relief bills were passed: The Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) in January 2021; and the American Rescue Plan Act (ARPA) in March 2021. In Fiscal Year 2023, Federal Subsidy is expected to cover 26.7 percent of SEPTA's operating expenses, a significant increase over pre-pandemic fiscal years. The sources of this subsidy are: \$415 million from the aforementioned relief acts; Federal Capital Lease Subsidy of \$639 thousand; Federal Capital Debt Service Subsidy of \$6.9 million and \$400 thousand from Highway Pass Through Funds.

The subsidy category reflects the anticipated funding levels of the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013. The Service Stabilization Fund will be especially important to balance the Operating Budget in forthcoming fiscal years after federal relief funding expires, which is currently projected to occur in Fiscal Year 2024. Based on current financial projections, the Service Stabilization Fund will cover an anticipated gap in funding in Fiscal Years 2025, Fiscal Year 2026, and a portion of Fiscal Year 2027 before it too is projected to expire.



**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**E. Capital Program**

The Fiscal Year 2023 Capital Budget was developed based on the following principles:

- Forecasted Federal, State and Local Funding Levels; and
- Budgeting based on Annual Cash Flow Projections and Financial Obligations.

**Funding Assumptions**

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2023 Capital Budget and Fiscal Years 2023-2034 Capital Program:

- Federal funding levels based on the transportation funding authorization, Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA).
- Transition of state sources of capital assistance from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax.
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Capital financing to manage cash flow obligations. SEPTA is planning the implementation of a multi-year borrowing program utilizing State Motor Vehicle Sales Tax revenues for repayment.

**Fiscal Year 2023 Projects**

SEPTA's Proposed Fiscal Year 2023 Capital Budget totals \$1.162 billion, a 63% increase from the FY 2022 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

***Rebuilding the System***

Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Programs include bridges; communication, signal systems, and technology; maintenance/transportation facilities and roofs; substations and power; and track and right-of-way.

***Safety and Security***

Projects include safety and security measures for vehicles and facilities, and interoperable communications improvements.

***Vehicle Acquisitions and Overhauls***

Projects include replacing buses and utility vehicles that have exceeded their useful life, acquisition of multi-level rail cars, and optimizing the fleet through targeted overhaul.

## **SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

### **FINANCIAL CAPACITY ASSESSMENT**

**August 2, 2022**

#### *Financial Obligations*

This includes payments for SEPTA's Amtrak trackage lease, other capital leases, and debt service payments.

#### *Project of Significance*

SEPTA continues to seek long term funding to complete major regional projects including Trolley Modernization; the King of Prussia Rail project; Market-Frankford Line Vehicle Replacements; and Bus Revolution (comprehensive bus network redesign). These projects will address regional transportation needs, accommodate the growing economy and reduce traffic congestion, but they will require additional, bondable revenue sources to complete. \$2.7 billion is programmed in 2023-2034 to advance Trolley Modernization, King of Prussia Rail, Bus Revolution, and the Market-Frankford Line Vehicle Replacements.

#### **F. Financial Capability**

SEPTA has the financial capacity to carry out the projects included in the FY 2023-2026 Transportation Improvement Program (TIP).

SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$700 million in federal and state grants annually. The final report for the FY 2021 FTA Triennial Review for SEPTA Systems identified several deficiencies, but they have since been addressed by SEPTA and closed out by the FTA. SEPTA is in a good/fundable standing with FTA. This documentation is on file with the transit operator, as well as with the FTA.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**

**FINANCIAL CAPACITY ASSESSMENT**

**August 2, 2022**

**CERTIFICATION**

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC Fiscal Years 2023-2026 Transit Improvement Program (TIP).

A handwritten signature in black ink, appearing to read "Leslie S. Richards", written over a horizontal line.

Leslie S. Richards  
Chief Executive Officer & General Manager  
Southeastern Pennsylvania Transportation Authority

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**Appendices**

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**Southeastern Pennsylvania Transportation Authority**  
**Financial and Statistical Summary**  
**For Fiscal Years Ended June 30**  
**(Amounts in thousands)**

						Average Annual % Change FY 2020 to FY 2021	Average Annual % Change FY 2017 to FY 2021
	2017	2018	2019	2020	2021		
Passenger Revenue	\$ 441,401	\$ 466,569	\$ 457,709	\$ 349,307	\$ 149,422	-57.2%	-23.7%
Shared Ride Program	<u>17,205</u>	<u>16,351</u>	<u>15,992</u>	<u>12,609</u>	<u>5,627</u>	-55.4%	-24.4%
Total Revenues Based on Ridership	458,606	482,920	473,701	361,916	155,049	-57.2%	-23.7%
Other Operating Revenues	<u>35,732</u>	<u>38,749</u>	<u>41,017</u>	<u>41,530</u>	<u>38,310</u>	-7.8%	1.8%
Total Operating Revenues	494,338	521,669	514,718	403,446	193,359	-52.1%	-20.9%
Operating Subsidies	<u>857,003</u>	<u>847,587</u>	<u>893,747</u>	<u>1,000,280</u>	<u>1,181,648</u>	18.1%	8.4%
Total Revenue	1,351,341	1,369,256	1,408,465	1,403,726	1,375,007	-2.0%	0.4%
Operating Expenses (a)	<u>1,353,073</u>	<u>1,371,790</u>	<u>1,411,366</u>	<u>1,403,458</u>	<u>1,374,199</u>	-2.1 %	0.4%
Surplus / (Deficit)	<u>\$ (1,733)</u>	<u>\$ (2,534)</u>	<u>\$ (2,901)</u>	<u>\$ 268</u>	<u>\$ 808</u>	201.5%	
Investment Income (b)	<u>\$ 1,939</u>	<u>\$ 2,978</u>	<u>\$ 3,229</u>	<u>\$ 3,067</u>	<u>\$ 187</u>	-93.9%	-44.3%
Surplus/ (Deficit) After Investment Income	<u>\$ 207</u>	<u>\$ 444</u>	<u>\$ 328</u>	<u>\$3,335</u>	<u>\$995</u>	-64.5	48.1%
Operating Revenue to Expense Ratio	36.5%	38.0%	36.5%	28.7%	14.1%		
Passengers Carried (Annual							
Unlinked Passenger Trips)	308,300	302,702	292,857	58,571	117,143	100.0%	-21.49%
Actual Vehicle/Car Revenue Miles	100,196	100,609	101,449	20,289	-40,578	-300.0%	
Unrestricted Cash and Investments, at Year-end	\$ 78,801	\$ 81,917	\$ 81,834	\$ 50,371	\$ 42,027	-16.6%	-14.54%
Long-term Debt, at Year-end	\$ 655,788	\$ 708,203	\$ 710,430	\$538,381	\$ 610,637	13.4%	-1.77%
			100.0%	-21.49%			

(a) Excludes the reserve change related to other postemployment benefits and pensions

(b) Excludes unrealized investment gains and losses.

**SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY**  
**FINANCIAL CAPACITY ASSESSMENT**  
**August 2, 2022**

**Appendix B - Financial Projections Consolidated Budget**

Amounts in thousands ('000)	Budget	Projection				
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<b>REVENUE</b>						
PASSENGER REVENUE	\$265,567	\$282,385	\$299,351	\$318,130	\$337,942	\$358,911
SHARED RIDE PROGRAM	9,569	10,175	10,786	11,463	12,177	12,932
OTHER INCOME	40,496	43,060	45,647	48,511	51,532	54,729
INVESTMENT INCOME	598	635	674	716	760	808
<b>TOTAL REVENUE</b>	<b>\$316,229</b>	<b>\$336,255</b>	<b>\$356,458</b>	<b>\$378,819</b>	<b>\$402,411</b>	<b>\$427,380</b>
Revenue % of Pre-COVID	61%	65%	69%	73%	78%	83%
<b>EXPENSES</b>						
LABOR & FRINGE BENEFITS	\$1,085,167	\$1,113,751	\$1,143,113	\$1,173,274	\$1,204,258	\$1,239,959
MATERIALS & SERVICES	401,298	409,324	417,511	421,686	425,903	430,162
INJURY & DAMAGE CLAIMS	28,795	29,371	29,958	30,258	30,560	30,866
PROPULSION POWER	31,188	30,876	30,567	30,567	30,873	31,490
FUEL	31,626	31,310	30,997	30,377	29,465	28,287
VEHICLE & FACILITY RENTAL	8,200	8,118	8,037	7,956	7,877	7,798
DEPRECIATION	24,260	24,987	25,737	26,509	27,304	28,124
<b>TOTAL EXPENSES</b>	<b>\$1,610,534</b>	<b>\$1,647,737</b>	<b>\$1,685,919</b>	<b>\$1,720,627</b>	<b>\$1,756,241</b>	<b>\$1,796,685</b>
<b>DEFICIT BEFORE SUBSIDIES</b>	<b>\$(1,294,305)</b>	<b>\$(1,311,482)</b>	<b>\$(1,329,461)</b>	<b>\$(1,341,808)</b>	<b>\$(1,353,829)</b>	<b>\$(1,369,306)</b>
<b>SUBSIDIES</b>						
FEDERAL	\$422,942*	\$398,843*	\$59,151	\$59,964	\$96,988	\$98,265
STATE	757,324	794,221	1,105,769**	1,110,880**	819,995	822,282
LOCAL	108,646	113,827	159,905	161,382	158,087	160,001
OTHER	5,393	4,591	4,637	4,684	4,731	4,778
<b>TOTAL SUBSIDY</b>	<b>\$1,294,305</b>	<b>\$1,311,482</b>	<b>\$1,329,461</b>	<b>\$1,336,910</b>	<b>\$1,079,801</b>	<b>\$1,085,326</b>
<b>SURPLUS/(DEFICIT)</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$(4,898)</b>	<b>\$(269,130)</b>	<b>\$(283,980)</b>
<b>NOTES</b>	*FEDERAL RELIEF		**SERVICE STABILIZATION			

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# Transit Asset Management Plan



Prepared by the  
Southeastern Pennsylvania Transportation Authority  
in accordance with 49 CFR part 625

October 1, 2018



## ASSET MANAGEMENT POLICY STATEMENT

SEPTA's mission is to provide safe and reliable multi-modal public transportation services within a 2,200-square mile service area in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. The Authority relies on a diverse portfolio of assets including revenue vehicles, passenger and maintenance facilities, infrastructure, and equipment to deliver this service. Many of these assets were manufactured or constructed by legacy operators prior to SEPTA's creation by the State of Pennsylvania in 1964. The condition of the Authority's assets can have a direct impact to passenger safety, employees' environment, service delivery, and service quality. SEPTA is committed to bringing the system to a state of good repair and building for the future. This commitment has been documented in the Capital Budget, and the Strategic Business Plan.

Transit asset management provides the framework for the strategic and systematic processes through which SEPTA procures, operates, maintains, rehabilitates, and replaces assets to balance risk, performance, and cost throughout the assets' life cycles. In order to provide a framework for making data-informed and risk-based decisions for investing limited funds, SEPTA established an Asset Management Program. The Asset Management Program will allow SEPTA to:

- Make data-informed and risk-based decisions about the procurement, operation, maintenance, and renewal of assets;
- Prioritize investments that optimize safety and reduce risk, while bringing the system to a state of good repair;
- Evaluate the impact of funding and spending scenarios on asset condition and performance;
- Evaluate the impact of system modernizations on SEPTA's long-term capital and maintenance needs while growing capacity for existing and future riders; and
- Implementing tools for providing data to the Federal Transit Administration and key planning partners.

Transit asset management is an integral program to achieving a state of good repair, operating as a business, and keeping safety as the foundation of capital investment decisions. The Authority has committed to bringing the system to a state of good repair. To this end SEPTA is committed to providing staff and resources to create and implement asset management at the Authority.

\_\_\_\_\_(Signature on File)\_\_\_\_\_

Jeffrey D. Knueppel, P.E.

General Manager

Accountable Executive

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## Executive Summary

The Southeastern Pennsylvania Transportation Authority (SEPTA) has developed this Asset Management Plan in accordance with the guidelines given in the 2016 Transit Asset Management Rule (49 CFR part 625). This plan outlines the framework for which vehicle and infrastructure information is evaluated in developing capital investment plans. The program will also help the Authority to more effectively use its resources to minimize unacceptable safety concerns and mitigate risk while bringing the system to a state of good repair.

Data governance is integral to supporting an asset management framework. SEPTA will utilize two maintenance management systems and a capital investment prioritization tool to support asset management efforts. . The business processes that are followed to update and utilize these programs and to provide data for internal and external stakeholders have been incorporated into this Plan. Ongoing projects to support the Asset Management Program implementation include:

- SEPTA Transit Asset Management Plan (this document);
- SGR Asset Inventory (Complete);
- SGR Targets (To be complete 10/31/18);
- Vehicle Maintenance Management System (Ongoing, to be complete Winter);
- Infrastructure Maintenance Management System (Ongoing, to be complete Fall 2019);
- Decision Support Tool (Complete); and
- Narrative Report for NTD (Start March 2019, Complete October 2019).

The initial program will be fully implemented by the October 1, 2018 date mandated by the FTA. However, SEPTA views asset management as a practice that will continue to mature as data is collected. As such, this plan will be updated periodically to reflect the state of the practice at SEPTA.

## Transit Asset Management at SEPTA

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition and associated risks to guide how to manage capital assets and prioritize funding to achieve or maintain a state of good repair.

SEPTA was created through the consolidation of private transportation providers in the region, some of whom had been in operation since the mid 1800's. The resulting system is truly multimodal, with commuter rail, heavy rail, light rail, bus, and paratransit service. Due to the age and complexity of the system, SEPTA owns, operates, and maintains a vast and diverse inventory of assets. Prioritizing the maintenance and replacement of these assets requires a balance of potential safety risk, operational impacts, and costs.

While SEPTA has always performed some form of asset management, implementation and practices have varied among the many departments responsible for maintaining the assets. In 2010, SEPTA applied for and received a grant from the Federal Transit Administration (FTA) to improve transit asset management practice. With the grant monies received, SEPTA has been developing an Authority-wide Transit Asset Management Program. The purpose of SEPTA's Asset Management Team is to develop the data required to inform decisions regarding the renewal and replacement of SEPTA's multimodal infrastructure and fleet. This information will include:

- State of the System Report and Annual State of Good Repair Backlog Assessment;
- Establishment and Evaluation of Asset Management Performance Targets;
- Interface with the System Safety Plan (49 CFR 270) and the Authority Safety Plan (49 CFR 273);
- Reports to the National Transit Database;
- Reports to External Stakeholders, including the FTA, Pennsylvania Department of Transportation (PennDOT), and the Delaware Valley Regional Planning Commission (DVRPC); and
- Collaboration with the Planning and Project Coordination Team for project scheduling.

The Asset Management Program includes collaboration with many entities within the Authority, including Engineering, Maintenance, and Construction; Vehicle Engineering and Maintenance; System Safety; Operations; and Finance. This collaboration will facilitate a data-informed investment decision process that supports the overall mission of the Authority to provide safe and reliable public transportation.

This Asset Management Plan is the documentation of the various business processes that support the Asset Management Program. The Asset Management Plan was developed in alignment with the Federal Transit Administration's requirements, as established in the 2016 Transit Asset Management Rule (49 CFR part 625). Per the requirements, this plan outlines how people, processes, and tools work together to address asset management policy and goals; provides accountability and visibility for furthering understanding of asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders. As SEPTA's practice of asset management matures, this plan will continue to evolve.

## Asset Management Advances SEPTA's Roadmap Forward

In 2015, SEPTA's General Manager established five areas of strategic focus for the Authority. Asset management is a key enabler in providing information to support these goals.

### The Customer Experience

The condition and performance of vehicles and infrastructure has a direct impact on SEPTA's service quality and operational safety. SEPTA must continue to make strategic investments to reduce the risk of decreased reliability due to asset condition. Moreover, SEPTA must continue to make improvements

that make public transportation a mode of choice in the Philadelphia Region. These improvements include increased station accessibility, increased parking capacity, and more reliable vehicles with increased passenger capacity. SEPTA continues to work on projects to harden the system in the case of extreme weather events.

### Employee Development

Enterprise asset management systems will help the employee onboarding process, and collate institutional knowledge of more experienced employees. This centralized program will allow personnel to access asset information and maintenance practices, and reinforce protocols taught in trade-specific training. The enterprise system will provide a mechanism for transferring knowledge about the assets that may not otherwise be written down.

### Rebuilding the System

As a legacy system, SEPTA's capital program is largely focused on repairing and replacing assets that are no longer in a state of good repair. Asset management helps to identify potential projects that can address the state of good repair backlog.

### SEPTA as a Business

SEPTA operates on a 12-year fixed capital and operating budget. As a publically funded agency, SEPTA has a responsibility to make prudent decisions about the public funds for which the Authority is responsible. Asset management can be used to help prioritize SEPTA's investment plan while reducing overall asset lifecycle costs. Asset maintainers will have the data to perform more preventative, rather than reactive, maintenance, which is a more cost effective business model.

### Safety as the Foundation

Safety is an integral component of SEPTA's employee culture. Asset management can be used to prioritize projects that mitigate safety risks for passengers and employees. These investments help to keep the system running in a safe and reliable manner. Because of the tie to the new Safety Management System (SMS) approach promulgated in 49 CFR 673, the System Safety Division is a key stakeholder in the Asset Management Program. Future updates to this plan will show the linkage between these two systems.

### SEPTA's Key TAM Stakeholders

The TAM Program interfaces with several departments directly, and others in a support capacity. Here are some of the roles of key SEPTA stakeholders:

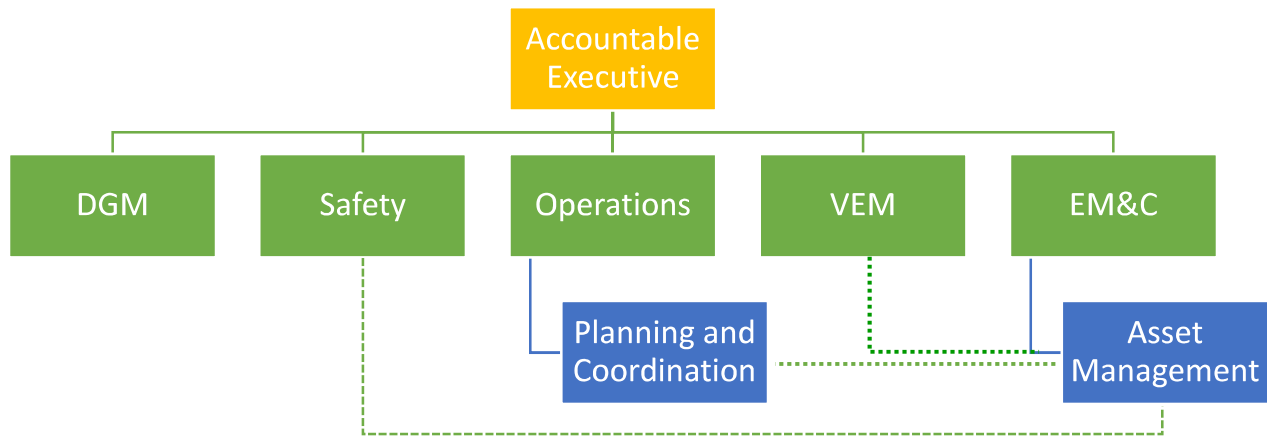


Figure 1: SEPTA Asset Management Stakeholders

### The Accountable Executive

Per the FTA, the Accountable Executive is the single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's safety and asset management plans in accordance with 49 U.S.C. 5329(d) and 49 U.S.C. 5326. The accountable executive is responsible for the overall implementation of the asset management strategy, and for promoting a culture of safety and TAM. SEPTA's Accountable Executive is the General Manager, Jeffrey D. Knueppel, P.E.

### Deputy General Manager

SEPTA's Deputy General Manager/ Treasurer is responsible for many Divisions that support the Asset Management program, including Finance, Capital Grants, Procurement, Information Technology, and Human Resources. The information technology group has a significant role in the deployment and management of all systems that support TAM. The Deputy General Manager is also responsible for the development of the Capital and Operating Budgets.

### System Safety

The Assistant General Manager of System Safety is a direct report to SEPTA's Accountable Executive. In this capacity, the System Safety Department reviews all maintenance and inspection procedures, condition assessments, drawings, and specifications. The System Safety Department is responsible for evaluating safety-related risk for SEPTA's passengers and employees. They will make recommendations of immediate or long-term corrective actions or projects in the event that an actionable risk is

discovered. The System Safety Division reviews the Capital Budget to ensure that that known safety concerns are addressed within the horizon of the program. The System Safety Division is SEPTA's liaison with the FTA and PennDOT's State Safety Oversight (SSO). Concerns raised at the SSO are relayed to appropriate departments for mitigation, including but not limited to the Asset Management group.

#### Regulatory Link to Safety Management System

On January 19, 2018, the FTA issued a final rule on Public Transportation Agency Safety Plans. This rule applies the SMS approach to transit system operators. This System Safety Division will be responsible for implementing a plan that addresses the four pillars of SMS: safety management policy, safety risk management, safety assurance, and safety promotion. A new safety hazard identification process will be implemented for both operational and asset renewal activities. The asset management group will coordinate with the System Safety Division to ensure that the TAM Plan and Asset Inventory can be used to support the SMS implementation.

#### Operations

SEPTA's primary mission is to provide transportation through the Philadelphia region. Therefore, all projects must coordinate with the Operations Division to ensure that service disruptions due to infrastructure condition, performance, and replacement activities are minimized while maintaining the safety of passengers, public, and employees. Where appropriate, projects include an evaluation of whether or not a proposed action has the potential to increase capacity or operational flexibility on the system.

#### Vehicle Engineering and Maintenance

The Vehicle Engineering and Maintenance Department is responsible for the maintenance and procurement of SEPTA's multimodal fleet. This Division consists of personnel who specialize in Bus, Rail, and Utility Vehicles, as well as an administration group that develops the fleet management and vehicle overhaul plans.

#### Engineering, Maintenance, and Construction

The Engineering, Maintenance, and Construction Division is responsible for maintaining SEPTA's infrastructure, which includes assets on the right of way and at transit facilities. Asset managers within this group include Bridges and Buildings, Track, Power, Communications and Signals, Administration, and Capital Construction. The EM&C Division is also responsible for Real Estate.

The asset management team is a function of the Administration Department within EM&C and works closely with the Vehicle Engineering and Maintenance Division.



## Planning and Coordination, Operations Control Center

The Planning and Coordination Department serves as an interface between the Operations and EM&C Divisions. This department develops the five year infrastructure renewal plan and schedule for service outages. This schedule is developed to ensure that service disruptions due to infrastructure renewal are minimized, and that all work groups are able to work in a safe manner, compliant with Roadway Worker rules. These plans may also include the utilization of buses to facilitate passenger flow when rail is out of service. The five year plan includes large scale capital projects, such as Positive Train Control and station renewals; maintenance activities, such as tie and surfacing or overhead contact system renewal; and projects by other agencies that have the potential to impact SEPTA service.

## Asset Management Program Technical Enablers

Three pieces of software provide the primary support for SEPTA's TAM Program.

### Vehicle Maintenance Information System

The Vehicle Maintenance Information System (VMIS) was initially deployed at SEPTA between 1998 (bus) and 2005 (commuter rail). VMIS is an integral part of work flow at the depots. Moreover, VMIS is the Authority's system of record for all fleet assets and associated work orders. VMIS generates enterprise reports, such as the depots' vehicle availability reports, as well as more granular reports, such as fuel consumption and component maintenance history.

At the time of the publication of this plan, SEPTA is utilizing Trapeze M4 for VMIS, and is currently upgrading to Trapeze M5.

### Infrastructure Maintenance Management System

The Infrastructure Maintenance Management System (IMMS) is the counterpart to VMIS. This work order management system will serve as the system of record for the asset inventory, condition, maintenance history, and performance of bridge, power, systems, and track assets. The data in this system will be utilized to improve lifecycle management and develop SEPTA-specific age and condition curves for use in the decision making software.

At the time of implementation of this plan, SEPTA is in the process of deploying Asset Works' FA Suite to the Power and Track Departments within the EM&C Division.

### State of Good Repair Database

The State of Good Repair (SGR) Database is a decision support tool. Originally developed by the Massachusetts Bay Transportation Authority, the SGR Database is used to prioritize investments with a goal of bringing the system to a state of good repair. The SGR Database utilizes asset age, condition, performance, ridership impact, replacement cost, and renewal cost to develop a composite State of

Good Repair score. This score can be used to generate optimized lists of spending actions based on different levels of spending. This tool is also utilized to model SEPTA's unconstrained needs and SGR Backlog. The SGR Database inventory is the source of the capital asset inventory included in this plan.

SEPTA started to use an Access version of the SGR Database in 2011, and will adopt a SQL version of the SGR Database in Fall 2018.

## Asset Management Framework for Data-Informed Decision-Making

Prior to the start of the capital planning process, the Asset Management Group will run scenarios in the State of Good Repair Database. At a minimum, these scenarios will include:

- Unconstrained Needs Analysis
- Investment Prioritization based on Unconstrained Funding Scenario
- Investment Prioritization based on Projected Funding Scenarios

The output of these scenarios will be provided to the Capital Planning Committee. The Committee will utilize this input when developing the Capital Plan. However, it is important to recognize that capital planning requires a balance of many factors. Beyond the goal of bringing the system to a state of good repair, other needs shape the overall program, such as:

### Safety

Passenger and employee safety is SEPTA's highest priority. The mitigation of identified and assessed hazards and risks takes priority over all other spending. Moreover, System Safety is a key stakeholder in the review of inspection and maintenance procedures, development of spending plans, and providing oversight during the design and construction of major transit facilities. In the case of an unforeseen safety condition, SEPTA must re-evaluate proposed spending and make adjustments so that these conditions can be remedied as quickly as possible.

SEPTA evaluates the safety of the system continuously, through planned inspections, location-specific programs, and through location safety committee (LSC) meetings. These processes help to identify critical safety concerns. The mitigation of safety concerns is a primary selection criterion for capital project selection. Examples of the inclusion of safety in the 2019-2030 Capital Budget include:

- Lawndale Station (Includes the construction of a grade-separated pedestrian track crossing);
- Positive Train Control on the Media-Sharon Hill Line;
- Fleet management programs that address technical and safety obsolescence.

## Mandates

SEPTA must comply with all mandates issued by the authorities that govern its operation. These mandates include installation of positive train control (PTC) on the Regional Railroad, payment to Amtrak under the terms of the Passenger Rail Investment and Improvement Act (PRIIA) and compliance with the National Environmental Policy Act (NEPA) and the Americans with Disabilities Act (ADA). Some mandates have required SEPTA to take immediate action to accelerate projects to be completed by a specified date. Others have required SEPTA to incorporate additional elements to a project. Since assets are not always able to be replaced in kind, future costs may increase.

## Operations

Projects must be performed in a manner that minimizes operational impact while maintaining the safety of passengers, public, and employees. When a piece of infrastructure is taken out of service for an extended period of time, SEPTA will oftentimes develop a comprehensive plan to repair all assets within the limits of the service outage. This allows SEPTA to bring an entire corridor of assets to the same performance standard. This proactive approach to maintenance reduces the risk of unplanned service disruptions due to infrastructure condition. This also allows SEPTA employees and third party contractors a safer environment for work. The corridor approach to infrastructure renewal results in a significant cost savings. Moreover, this approach reduces customer impacts during construction as well as mitigating the risk of future infrastructure failure.

SEPTA will sometimes extend the useful life of an asset in order to schedule its replacement within a corridor-wide program. The extension of life can only be performed if this action does not impose additional risk or introduce new hazards. Several long term infrastructure renewal plans are providing the framework of these long range infrastructure plans. These include: the installation of positive train control; the rationalization of the interlocking plant; replacement of the legacy overhead contact system; and cyclical tie and surfacing of the right of way.

## Funding

SEPTA is primarily funded through FTA formula funds and State of Pennsylvania grants. However, some grants are funded through discretionary grants, such as the Superstorm Sandy Resiliency program, the former TIGER program, and the BUILD program. The capital program must comply to the requirements of the funding sources.

## Adaptation

Some projects include elements to harden the existing infrastructure against impacts of extreme weather events. Other adaptation projects have included the addition of infrastructure to provide operational flexibility in areas of known flooding. SEPTA continues to perform projects to reduce energy consumption, such as the installation of LED fixtures and the procurement of electric buses.

## Partnership

SEPTA collaborates its program with that of other neighboring agencies. These partnerships allow for more comprehensive improvements in the communities that the Authority serves. Some of these partner agencies have included the Philadelphia Water Department (for stormwater improvements), Aqua (minimizing impact of roadway closures for utility installation and track replacement), and Townships (increasing parking capacity or accessibility at stations to facilitate the use of public transit in areas of potential development, i.e., Transit Oriented Development.)

## Growth

SEPTA continues to perform investments that facilitate additional use of the system and effectively increase ridership. Some of these investments include projects to increase operational flexibility, such as the construction of passing sidings or the installation of bi-directional signal systems. Other investments include improved passenger amenities, such as increased parking capacity, compliance with the Americans with Disabilities Act (ADA), and the installation of high level platforms. SEPTA has initiated the procurement of multi-level rail cars to increase passenger capacity of the Regional Railroad.

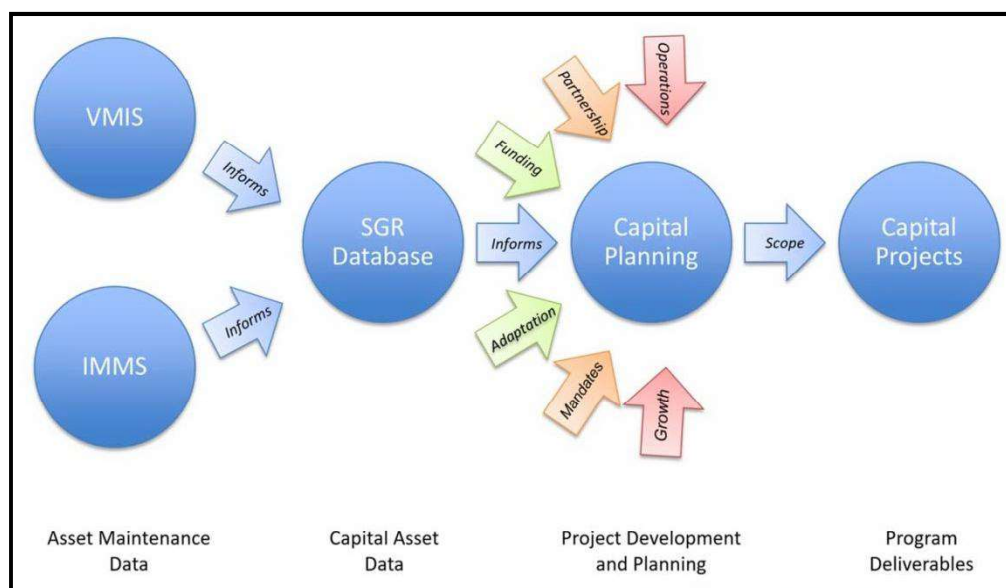


Figure 2 Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program.

## Documents that Interface with the Asset Management Program

There are many established procedures that provide information integral to the success of the Asset Management Program and that will continue to be developed and curated by subject matter experts. When updating the Asset Management Plan, the group must look to the following documents:

- The System Safety Program (49 CFR 470) and the Authority Safety Plan (49 CFR 673);

- Fleet Management and Vehicle Overhaul Plans;
- Vehicle Technical Information Library;
- Five Year Outage Plans (Railroad, CTD, STD);
- Capital Project Summary Reports;
- Capital Budget;
- Project Control 10-Year Cash Flow Report; and
- Asset Inspection Protocols.

## External-Facing Deliverables of the Asset Management Program

The Asset Management Program will provide reports regarding asset age, condition, and performance to key stakeholders, including the FTA, the Metropolitan Planning Office (DVRPC), and the Pennsylvania Department of Transportation (PennDOT).

### Federal Transit Administration (FTA)

In order to comply with the Asset Management Rule, transit agencies must demonstrate process and report deliverables, beginning on October 1, 2018. Process deliverables include a compliant Transit Asset Management Plan, certified by the Accountable Executive. The agency must be able to demonstrate appropriate recordkeeping to support the plan. Report deliverables include age and condition data within the National Transit Database asset inventory module and establishment of asset performance targets for the next year. Beginning in report year 2019, agencies must provide a narrative that documents changes in transit system conditions and the progress toward achieving the performance targets established in the previous reporting year.

**Table 1: National Transit Database Performance Measures**

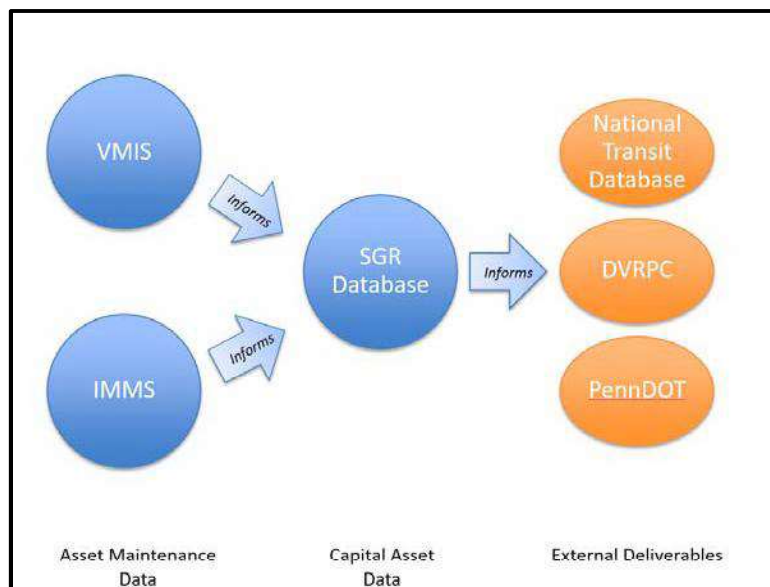
Category	Assets	Performance Measure
Rolling Stock	Revenue Vehicles by Mode	Percentage of Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of Non-Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Infrastructure	Rail fixed-guideway including bridges and tunnels, track, signals and systems	Percentage of track segments with performance restrictions
Facilities	Maintenance and administrative facilities; stations, and parking facilities	Percentage of assets with condition rating below 3.0 on the FTA TERM Scale

**Notes:**

- 1.) The useful life benchmark (ULB) has been developed with input from the Vehicle Engineering and Maintenance Division. ULB's take into account the asset lifecycle based on equipment type, operating environment, duty cycle, and performance.
- 2.) Performance Restrictions are established based on the data in the weekly Speed Restriction Reports.
- 3.) Facility Condition Scores are taken from the Structural Engineering Department's condition assessments and from sample inspections performed by the Asset Management group.

**Delaware Valley Regional Planning Commission (DVRPC)**

DVRPC is the Metropolitan Planning Organization for Philadelphia and eight surrounding counties. On an annual basis, SEPTA will provide DVRPC with the performance targets that have been established for that calendar year. Every five years, SEPTA will to provide the 30-year unconstrained needs assessment for the development of the long range plan. (SEPTA utilized the State of Good Repair Database to provide data for DVRPC's 2040 and 2045 long range plans.)

*Figure 3: External Face of the Transit Asset Management Plan*



### Pennsylvania Department of Transportation (PennDOT)

PennDOT utilizes the TransAM system to develop a state-wide asset inventory and condition report for capital planning purposes. PennDOT requires that an update to the inventory be completed at the end of each year prior to issuing funding to an agency. The Asset Management Group provides SEPTA's annual update to TransAM.



## TAM Plan Requirements per 49 CFR part 625

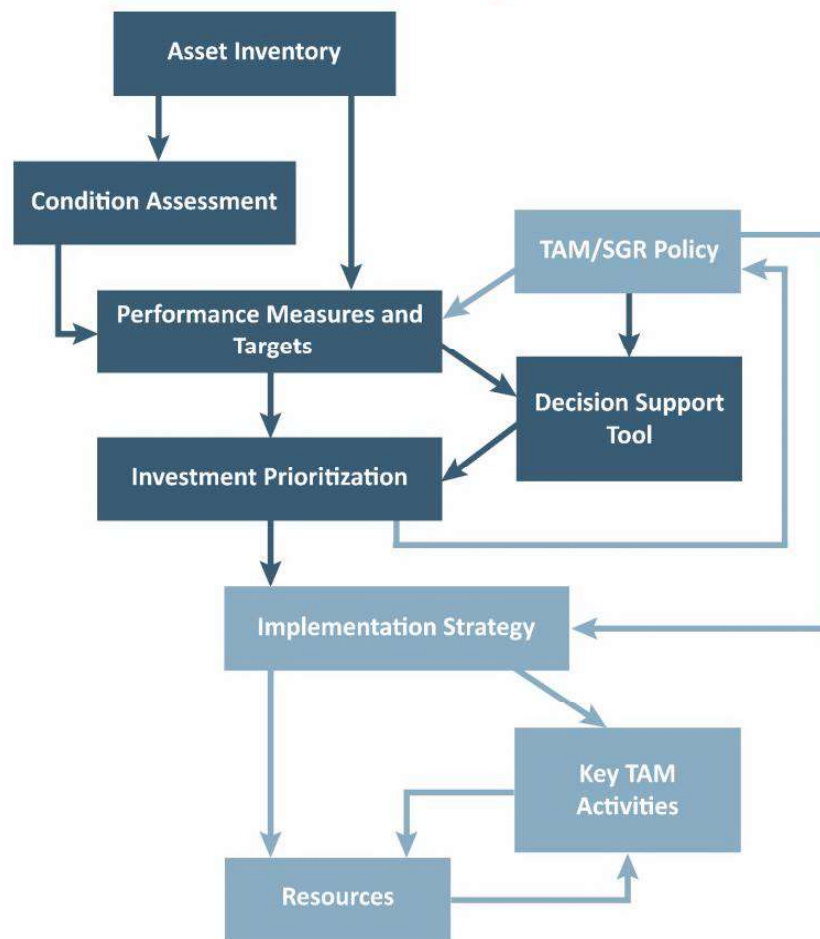


Figure 4: Relation of TAM Plan Elements. Source: FTA TAM Plan Compliance Checklist, December 2017



## Inventory of Capital Assets

*The agency should have an inventory of all capital assets it uses in the provision of public transit. The asset inventory should be as detailed enough as needed to develop a capital plan.*

SEPTA has developed a capital asset inventory in the State of Good Repair Database. As discussed in previous sections, the asset inventory is structured by asset class at the capital project level. For example, a bridge that is made up of several subcomponents is a single asset in the inventory because that is the level at which capital decisions are made about the asset class. Likewise, the Broad Street Subway cars are a single asset in the inventory, because SEPTA would choose to overhaul or replace those cars as a fleet. The capital asset inventory is broken into twelve asset classes, as shown in the table below. This asset hierarchy was developed to mirror both the FTA TAM Categories as well as the SEPTA departments accountable for asset maintenance.

<b>SEPTA Asset Class</b>	<b>Typical Elements</b>	<b>Typical Renewal Activities</b>	<b>FTA TAM Category</b>	<b>SEPTA Accountable Department</b>
Bridges	Bridges, Elevated Structure	Painting, waterproofing	Infrastructure	B&B
Communications	Communications Systems, Radio Towers, Radios, Cameras, CCTV Equipment, Fiberoptic Plant	Technical Refresh	Infrastructure	C&S
Elevators and Escalators	Vertical Transportation Equipment at Stations and Shops	Mechanical Overhaul	Facilities	B&B
Fare Collection	Turnstyles, fare vending machines		Facilities	Finance
Industrial Equipment	HVAC, Cranes and Hoists, Wheel Truing Machines, Lifts, Hoists, Generators, Pumps		Facilities	B&B
Parking	Surface Parking Lots, Garage Structures		Facilities	Finance Civil
Power	Traction Power Substations, Overhead Contact System, Third Rail	Contact Wire Renewal	Infrastructure	Power
Shops and Yards	Maintenance Facility Buildings		Facilities	B&B
Signals	Signal System, Control Center Equipment	Technical Refresh	Infrastructure	C&S
Stations	Passenger Stations, Loops	Roof and Canopy Repair	Facilities	B&B
Track	Rail, Ties, Bridge Timbers, Interlockings, Sidings, Switches, Culverts	Tie and Surfacing, Vegetation Clearing	Infrastructure	Track, Civil
Tunnels	Tunnel Structure,	Painting, Leak	Infrastructure	B&B

	Emergency Exits, Vent Wells	Mitigation		
Vehicles	Revenue Vehicles Utility Vehicles	Vehicle Overhaul Program	Rolling Stock Equipment	VEM

A copy of the asset inventory is included as an appendix to the asset management plan. This attachment will be updated annually to reflect current age, condition, and performance for each asset in the inventory. This inventory will be the primary source of information for external TAM reports.

## Condition Assessment

*The agency should assess the condition of all of its assets. The condition assessment should be detailed enough to support capital plan development.*

SEPTA inspects all assets on a continuous basis in order to assess condition and performance. Many of these inspections are performed at a frequency mandated by oversight organizations, such as the Federal Railroad Administration or the Department of Transportation. SEPTA has adopted a FRA-style inspection frequency for infrastructure on the heavy rail and light rail lines.

The inspection type and frequency by asset class is listed below. Tests are also performed after extreme weather events or as condition warrants. Unless otherwise stated, inspections are performed by trained SEPTA personnel.

<b>SEPTA Asset Class</b>	<b>Inspection Frequency</b>	<b>Governing Inspection Practice</b>
Bridges and Structures	Railroad: Annual; Transit: Biannual; or, more frequently if condition warrants	B&B Structural Inspection Manual
Communications	Specific to equipment type	C&S1/ C&S2
Elevators and Escalators	Daily, Weekly, Monthly Semi-Annually, and Annually	Elevator/ Escalator Inspection and Preventative Maintenance Manual
Industrial Equipment	Specific to equipment type	Specific to Individual Equipment Type
Parking	Surface: Every 3 years. Stormwater BMPs: Annually.	B&B Structural Inspection Manual
Power	Traction Power Substations, Overhead Contact System, Third Rail	ET-01, ET-02
Shops and Yards	Every 4 years	B&B Structural Inspection Manual
Signals	Specific to equipment type	C&S1/ C&S2
Stations	Every 3 years	B&B Structural Inspection Manual
Track	Track infrastructure is inspected twice a week by Track Department personnel, and annually with the geometry car. Culverts are inspected every 3 years.	SR-01, SR-02, SMW-100
Tunnels	Annual inspection of tunnels and support infrastructure	B&B Structural Inspection Manual
Vehicles	Daily	DOT inspection

The asset age, condition, and performance are assessed, and an overall “SGR Score” is calculated for each asset. The SGR score for all assets is included in the asset inventory attached as an appendix of this plan.



## Decision Support

*A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.*

SEPTA utilizes the SGR Database as its decision support tool. The system utilizes the capital asset inventory with the following information to prioritize projects:

- Age;
- Useful Life;
- Ridership Impact;
- Duration of Failure;
- Replacement Cost;
- Renewal Activities and Cost;
- Condition; and
- Performance.

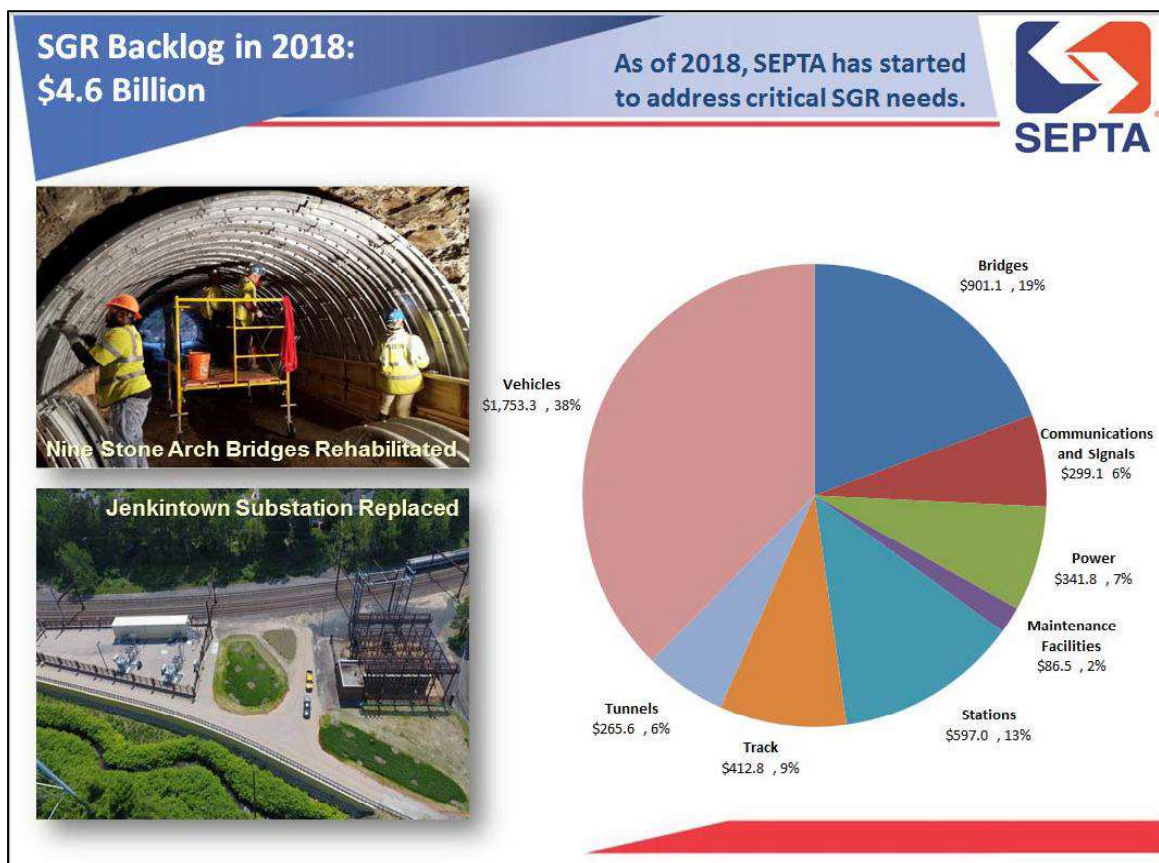


Figure 5: Output from the SGR Database. Source: LJZ Presentation at Executive Board Session, May 2018

## Project Prioritization

A provider's project-based prioritization of investments, developed in accordance with §625.33 of this part.

SEPTA's annual capital budget and 12-year capital program describes the capital improvements SEPTA plans to undertake with anticipated funding. The budget is adopted by SEPTA's Board, and is reflected in the regional Transportation Improvement Program (TIP). The projects that have been identified in SEPTA's Capital Program have been indicated on the attached Capital Asset Inventory.

A full copy of the current capital budget, which demonstrates how projects are funded through various funding sources, may be found on SEPTA's website: <http://www.septa.org/strategic-plan/reports/fy-2019-cap-budget-2030-program.pdf>. A summary of the program is included below.

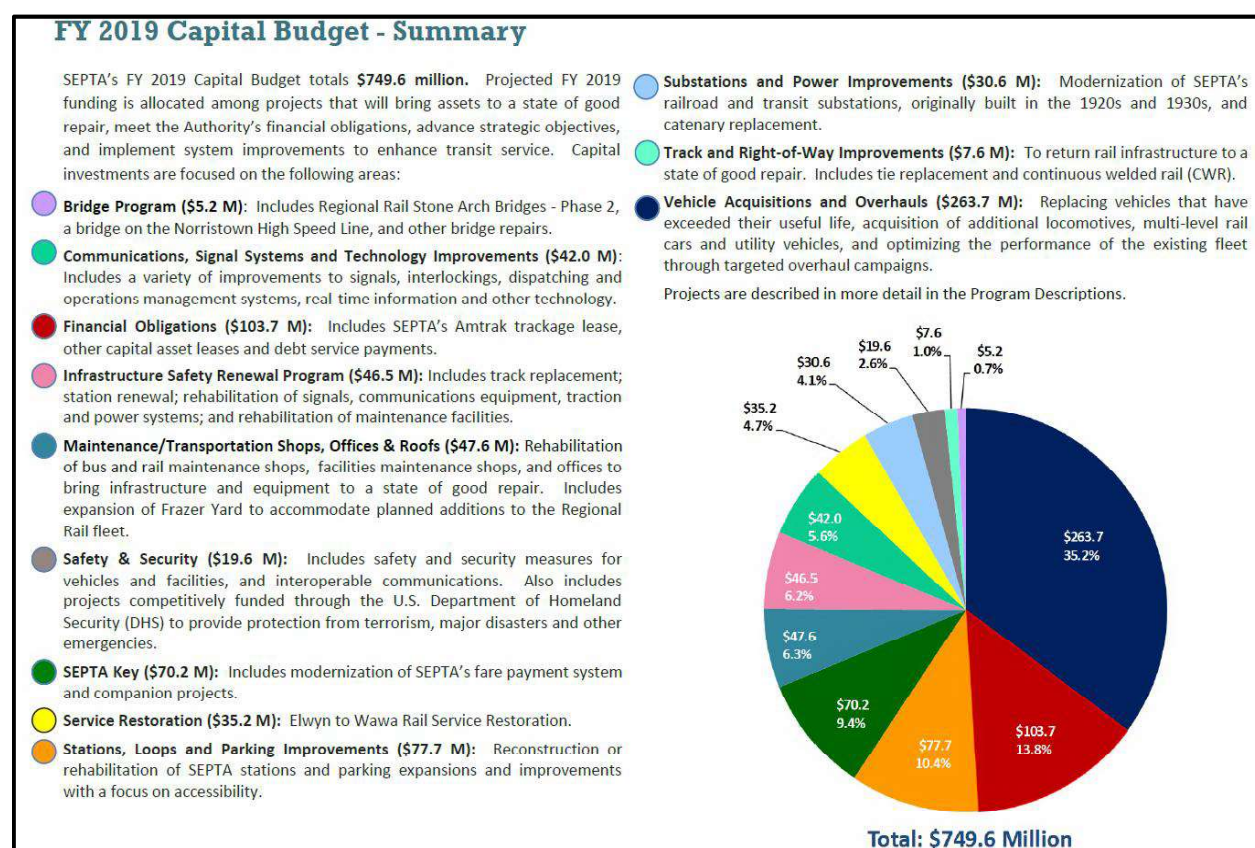


Figure 6: Capital Budget by Program Area. Source: SEPTA FY 2019-2030 Capital Budget, Published July 1, 2018

## Addressing Safety-Critical Projects within the Capital Plan

Safety is a fundamental principle of the transit industry and SEPTA has committed to establish a safety first corporate culture for our employees and customers. In order to achieve this goal, SEPTA has developed a number of employee safety committees to discuss safety concerns, including:



- Bi-annual companywide safety days held twice a year at work location to discuss general and site-specific work concerns;
- Location-safety committee meetings; and
- Elevated Joint Health and Safety Committee.

One of the results of these meetings is the recognition of needs that may not be identified through age, condition, and performance data alone. The mitigation of these needs often results in programs that are included in SEPTA's Capital or Operating Budgets.

**Table 4 – Ongoing Safety Initiatives**

<b>Project</b>	<b>Schedule</b>	<b>Description</b>	<b>Cost</b>
Fern Rock Pedestrian Crossing (Multimodal)	Design 2018 – 2019  Construction 2019 - 2022	Includes construction of a grade separated pedestrian crossing, replacement of elevator entrances and hoist equipment and related station modifications.	\$19.5M
Lawndale Station (RRD – Fox Chase)	Design 2016 – 2018  Construction 2019 - 2020	Construction of a grade separated pedestrian access at Lawndale Station. This project also includes the installation of a high level platform and passenger shelters.	\$9.6M
Broad Street Line Ridge Spur Signals (Subway - Broad Street Line)	Design Complete  Construction 2015 - 2019	Modernization of the signal system on the Broad Street Line's Broad-Ridge Spur. Work includes signal upgrades to improve operational reliability for the train control systems on the portion of track between Fairmount Interlocking and the 8th and Ridge Terminal Interlocking.	\$8.7M
Route 101/102 Positive Train Control (Streetcar Rail – MSHL)	Design Complete  Construction 2015 - 2019	Installation of a new state-of-the art Communications Based Train Control (CBTC) system for the Route 101/102 trolley lines. The new system will automatically enforce trolley separation and provide overspeed and roadway worker protection. New power switching will be installed to facilitate operational flexibility.	\$76.4M
M-4 Bolster Repairs	Ongoing	Vehicle overhaul of a critical component of the Market-Frankford Line fleet.	<i>Design/ Evaluation</i>
Critical Roof Program	Ongoing	Replacement of existing roofs at Southern, Midvale, Comly, Courtland, and Frankford.	\$62.83M

### Potential Future Asset-Based Safety Projects

There are several assets that are scheduled to be replaced in the further years of the Capital Program, such as the Kawasaki trolley fleet and the Silverliner IV rail cars. These assets are scheduled to be operated beyond their normal estimated useful lives. Like all SEPTA fleets, these vehicles are inspected on a daily basis and repaired through the vehicle overhaul program in order maintain a safe operating condition. SEPTA's procedures are supplemented by annual third-party inspections. For example, a contractor is testing commuter rail car components that are prone to failure as the Silverliner IV fleet approaches the age of 50 years. SEPTA performed strain gauge testing on three fleets (Broad Street Subway, Market-Frankford Line, and Silverliner IV) to demonstrate the feasibility of extending the

vehicles' useful life benchmark. SEPTA may have to adjust the Capital Program to accelerate the procurement of replacements for the Silverliner IV and Kawasaki trolley fleets if conditions warrant. SEPTA has started to evaluate funding sources for replacing these two fleets.

SEPTA continues to evaluate future safety enhancement projects. Projects pertaining to signal system renewal have the highest potential to mitigate risk. Positive train control has recently been installed on the Regional Railroad and the Media/ Sharon Hill Lines. A similar system, CBTC, was installed in the Center City Trolley Tunnel. SEPTA is currently developing scopes for projects that could install PTC-equivalent systems to the heavy rail lines (Norristown High Speed Line, Broad Street Subway, and Market-Frankford Lines).

## Implementation Strategy

*The Plan must include an agency's implementation strategy; namely, a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.*

While SEPTA has had many asset management enablers in place, implementation of the consolidated asset management program began in 2010. SEPTA's Chief Engineer and Chief Information Officer began an asset management process improvement initiative. The goal of this program was to consolidate the disparate data collection methodologies throughout the Authority, particularly for maintenance and lifecycle costs. The following initial needs were identified:

- Replacement of the functionally obsolete vehicle information management system;
- Inclusion of the paratransit fleet into the new vehicle information management system;
- Implementation of a new infrastructure maintenance management system (or inclusion within the vehicle information system);
- A tool that could model state of good repair needs in relationship to condition, age, and funding levels; and
- Funding to implement these changes.

SEPTA received a competitive grant to implement these initially identified needs in November 2010.

## Identification of Asset Management Stakeholders

### *August 2010 – November 2010*

SEPTA identified a core group of asset management stakeholders, including:

- Assistant General Manager of Engineering, Maintenance, and Construction;
- Assistant General Manager of Operations;
- Chief Information Technology Officer;
- Director of Administration and Finance, EMC; and
- Chief Engineering Officers of Bridges and Buildings, Power, Communications and Signals, Track, Bus, and Rail.

## Business Process Assessment

### *January 2011-May 2011*

The asset management team, with the aid of a consultant, assessed existing asset inventories, inspection methodologies, maintenance practices, and documentation. The team reviewed current plans for rehabilitation and replacement, and assessed the type of information required to make data-informed decisions regarding investment prioritization. Key takeaways from this assessment were:



1.) Vehicle TAM Process Strengths:

- a. SEPTA has documented processes for vehicle maintenance. These processes are based on regulatory requirements, manufacturers' recommendations, and institutional best practices. These processes are held in SEPTA's Vehicle Technical Information Library.
- b. SEPTA's Vehicle Engineering and Maintenance Division has a 20-year fleet management plan, which includes overhaul and replacement of the fleet.
- c. The VEM plan is based on data collected over the life of the assets.
- d. The fleet overhaul component of the plan has been developed through lifecycle maintenance data. The vehicle overhaul plan includes items for preventative maintenance for many components, rather than running all components to failure.
- e. The VEM Division was utilizing a legacy maintenance management system, which was initially implemented in 1998. Light rail, heavy rail, and commuter rail were brought into the system between 2000 and 2005.
- f. The VEM Division utilizes performance metrics for new and overhauled vehicles.

2.) Vehicle TAM Process Deficiencies

- a. The enterprise system did not include the paratransit fleet, which is owned by SEPTA but operated under contract.
- b. The maintenance management system did not track consumables, other than fuel.
- c. The system was 15 years old and functionally obsolete.
- d. Useful life benchmarks had not been established for the non-revenue fleet.

3.) Infrastructure TAM Process Strengths:

- a. Due to regulatory requirements, many of SEPTA's infrastructure assets had well documented inspection, maintenance, and replacement protocols.
- b. Procedures for non-regulated assets had been created in many cases.
- c. SEPTA had discrete inventories of most infrastructure assets. Methodology and use of this information varied by maintenance group.

4.) Infrastructure TAM Process Deficiencies:

- a. The majority of SEPTA's infrastructure information was in many different places, mostly on paper or legacy Access databases.
- b. There was no consolidated inventory of record for infrastructure assets.
- c. Failure data of assets, components, or systems was difficult to assemble.
- d. Cost of delay or repair due to severe events was impossible to calculate.
- e. Some assets were not contained in an inventory.

5.) Decision Support TAM Process Strengths:

- a. SEPTA had developed a strong fleet management plan.
- b. SEPTA had developed an infrastructure management plan on the railroad and subway lines, loosely based on a balance of lifecycle data and personnel management.

6.) Decision Support TAM Process Deficiencies

- a. SEPTA did not have a full capital planning inventory.
- b. SEPTA could not answer questions regarding the state of good repair backlog and long term funding needs.

- c. SEPTA could not model the long range implications of budget shortfalls on asset condition and service reliability. This was especially critical to SEPTA after its Act-44 funding stream dissolved in 2010.

The goal of the infrastructure maintenance management system was to implement software that supported the mandatory compliance inspection and reporting requirements of the regulatory agencies that govern SEPTA's transportation operation. A secondary goal was to document current business practices and develop data-supported process improvements. The initial step for procuring the maintenance management system was a business process assessment. The process assessment was conducted by Universal Business Solutions. Potential users at various levels within the Authority were interviewed and compliance reports and procedures were evaluated. The results of the process assessment were used to develop a list of technical specifications based on functionality and software. Software vendors who met these initial requirements were invited to give product demonstrations. After this evaluation period, SEPTA chose to procure Asset Works' FA Suite for infrastructure maintenance management. SEPTA chose to upgrade the functionally obsolete VMIS software that supported vehicle maintenance management but to keep these assets in separate databases.

#### Development of Data-Informed Decision Framework

The asset management group worked with key agency stakeholders to develop the asset management framework. These groups included Accounting, Vehicle Engineering, Engineering Maintenance and Construction, System Safety, Capital Budgets, and Long Range Planning. This framework, as described earlier in this plan, allowed the asset management team to articulate the role of asset management within the Authority's decision making process. The framework also allowed the team to develop requirements for process enablers. The framework, shown below, provides for the flow of asset information from the operator/ inspector to agency decision makers.

During this time, SEPTA participated as a peer reviewer of the FTA Transit Asset Management Guide. This effort allowed SEPTA to collaborate with peer agencies and align the program framework with available FTA guidance.

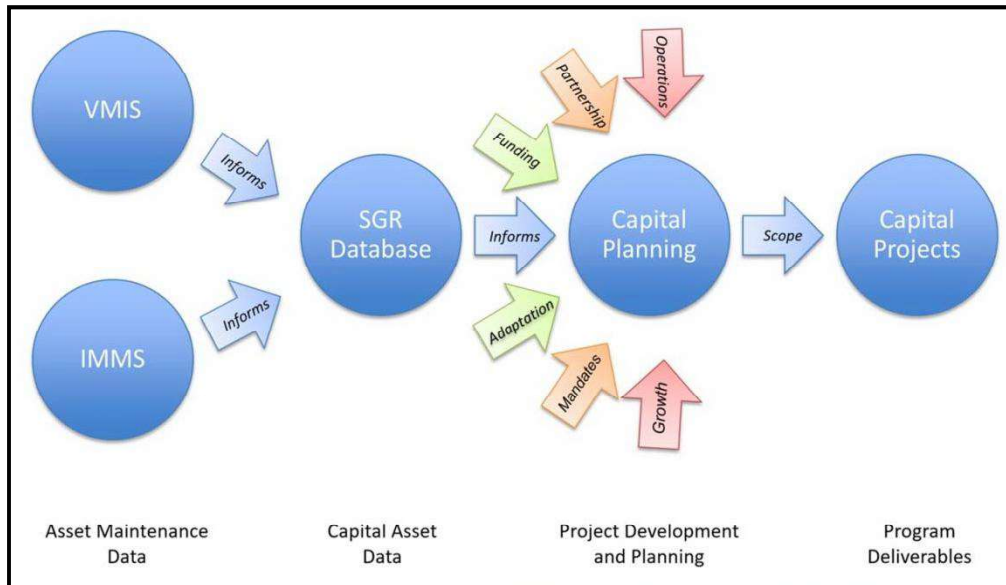


Figure 7: Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program. The framework is described in greater detail at the beginning of this asset management plan.

## State of Good Repair Needs Model

*May 2011 - February 2012*

SEPTA retained the services of AECOM to compile a capital asset inventory and to implement a SEPTA-specific version of the State of Good Repair Database, which had been successfully implemented at the Massachusetts Bay Transportation Authority in Boston in 2003. The development of the SGR Database was SEPTA's initial step in compiling asset information in a single inventory. This project included identifying asset owners, evaluating existing information, and performing field investigations to supplement existing records. The asset management group worked with maintenance managers, engineers, and cost estimating to assign investment costs to each asset. The service planning department provided the data necessary to assign a ridership impact to each asset. This database was used to develop SEPTA's first published State of Good Repair backlog, and to demonstrate the impact of underinvesting in the fleet and infrastructure. SEPTA utilized the State of Good Repair Database to model the Service Realignment Plan in 2013, which ultimately resulted in the passage of the State of Pennsylvania's transportation funding bill, Act-89.

The State of Good Repair Database is now SEPTA's Decision Support Tool, as described previously in this Plan.

## Development of Baseline and Annual TAM Targets

*Baseline December 2016, Reported Annually Starting October 2018*

During the Fall of 2016, the asset management group worked with the vehicle, infrastructure, and facilities engineering departments to establish baseline TAM targets, and to develop a methodology for

setting annual targets in the future. The methodology for each area is described at the beginning of this asset management plan. The targets for each report year are included as an appendix to this plan.

#### Compilation of Data for Asset Inventory Report Module

*October 2017-August 2018*

Beginning in 2018, all transit agencies will be required to submit an asset inventory module to the National Transit Database. The information that was utilized to develop the TAM targets was an initial point of discussion for developing the asset inventory module forms. The asset management team utilized the operating manuals, as well as track charts, speed restriction reports, and the SGR Database, to develop the initial asset inventory module. The team anticipates that future reports will be developed utilizing the Infrastructure Maintenance Management System.

#### Development and Continuous Update of the Asset Management Plan

*Completion October 1, 2018; Annual updates to follow*

The Asset Management Rule requires that agencies update their TAM Plans once every four years. However, since SEPTA's capital program makes continual updates to the fleet and infrastructure, the Authority intends to update this plan on an annual basis.

#### Future Phase: Utilization of Tools to Develop a "State of the System" Report

*Target March 2019*

This report will be developed at the asset class level, and will serve as the inventory of record when responding to inquiries about asset quantities, age, condition, and performance. The document will include the NTD targets and serve as the basis of the narrative report to be delivered to the National Transit Database. This document will be used to inform asset owners and members of the capital planning committee as they develop long term investment plans. This document will also include the annual State of Good Repair backlog analysis.

#### Future Phase: Maturation of the Maintenance Management System

*To Start Fall 2019*

The Infrastructure Maintenance Management System is scheduled to be fully implemented throughout the Engineering, Maintenance, and Construction Division by Spring 2019. Upon full implementation, the system will include:

- An asset inventory developed at a level of granularity determined by the asset owners, taking regulatory compliance and best practices into account;
- Installation date, manufacturer, and identification information;



- Associated scheduled maintenance and compliance inspections, programmed as work tasks;
- Condition assessments for each asset as appropriate;
- Performance and reliability data;
- Links to manuals and inspection photos; and
- Maintenance work orders, with associated charges, for each asset.

The project team acknowledges that the initial system implementation is reflective of the best data and understanding of business processes at the time of deployment; however, as field and office personnel continue to use the system, additional configuration will be necessary. SEPTA anticipates that an additional year of system configuration will be necessary after all departments are using the program.

### Future Phase: Utilization of Tools to Develop Comprehensive Infrastructure Lifecycle Data

Because of the method by which SEPTA was formed, the asset management team did not have full lifecycle maintenance or cost data when deploying software. Instead, SEPTA relied on FTA TERM curves and managers' experiences. However, once the system has been in place, lifecycle costs and reliability trends may become apparent. Each year, the asset management team will assess the data set and compare to initial assumptions.

### Future Phase: Development of a Project Management Practice to Collect Asset Data at the Time of Construction

SEPTA runs a \$600 Million capital improvement program. The majority of this program allows for the replacement and renewal of vehicle and infrastructure assets. The asset management team must develop a methodology to collect data from project managers at the time of asset deployment. The team will work with the Business Services Division to ensure that the appropriate language is added to all contracts.

## Key Activities Required to Implement and Maintain the Asset Management Plan

*The TAM Plan must include a description of key TAM activities that a provider intends to engage in over the TAM plan horizon period.*

SEPTA's maintenance protocols are developed in compliance with regulatory requirements and in accordance with best industry practice. The TAM program is not changing these protocols. However, the asset management group will continue to monitor these protocols to ensure that the tools are able to meet the asset owners' compliance and reporting requirements.

Annual updates to the TAM program include validation of the capital asset inventory, updating financial and ridership information, and developing a number of reports as discussed in the "Implementation Strategy" section of this plan. These processes will include:

- Annual extraction of data from VMIS;
- Annual extraction of data from IMMS;
- Annual assessment of infrastructure component performance;
- Model of State of Good Repair Backlog;
- Conversations with asset owners in respective classes to determine if predicted useful life and performance are in line with the predictions made the previous year;
- Conversations with System Safety to incorporate findings from the SMS that require the prioritization of renewals;
- Evaluation of prior year's performance against the established targets; and
- Establishment of the next year's performance targets.

**Table 5: Schedule for Updates to the State of Good Repair Database**

Asset Class	Update to SGR Database
Bridges	April (After FRA Bridge Report has been submitted.)
Communications	November
Elevators and Escalators	November
Industrial Equipment	November
Parking	October (After annual parking utilization report is submitted)
Power	November
Revenue Equipment	November
Shops and Yards	November
Signals	November
Stations	November
Track	November
Tunnels	April (After FRA Bridge Report has been submitted.)
Vehicles	October (After NTD Inventory Form has been submitted.)

## Resources Required

*The plan must include a summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.*

The success of the SEPTA Asset Management Program is dependent on both administrative and field personnel. As discussed in the “Condition Assessment” section of this plan, SEPTA has utilized the existing inspection protocols for vehicle and infrastructure assets to develop the asset inventory and condition assessment. Therefore, SEPTA does not anticipate a need to increase the size of the staff as a part of the asset management program. A total of 8 full time personnel are utilized to support the Asset Management Program.

### Asset Management Group

*3 full time staff*

The Asset Management group is composed of three full time employees and one shared employee. The asset management group has three core responsibilities: compliance, communication, and data governance. This group is responsible for

- Preparation and administration of the Asset Management Plan;
- Collaboration with the System Safety Division for the development of the SMS program;
- Preparation of age, condition, and performance reports to support the capital planning and grant development process;
- Implementation of the Infrastructure Maintenance Management System to the Bridges and Buildings, Communications and Signals, Power, and Track Departments, including all training;
- Administration of the Infrastructure Maintenance Management System and support hardware;
- Implementation and Administration of the State of Good Repair Database;
- Maintaining the inventory of record for infrastructure assets;
- Performing supplemental facility condition assessments;
- Collation and documentation of the inspection and maintenance procedures for infrastructure assets;
- Coordination with the Chief Engineering Officers in the EM&C and VEM Divisions;
- Developing the infrastructure and narrative reports for the National Transit Database;
- Developing the TAM Performance Targets for the National Transit Database;
- Providing updates to TransAM, PennDOT’s asset management software;
- Collaboration with SEPTA’s Metropolitan Planning Organization, as well as other local stakeholders, such as the City of Philadelphia and Amtrak; and
- Development of the business rules necessary to maintain an accurate inventory as assets are procured, maintained, renewed, and retired.

Asset management is a large part of every employee’s job function. Therefore, the asset management group interfaces frequently with subject matter experts within each maintenance department to ensure data quality and accuracy.

## Information Technology

*5 full time staff*

The Information Technology department provides overall support for the asset management software. This support consists of five staff to support the implementation and use of the Vehicle Information Management System, as well as two database administrators who are assigned to the State of Good Repair Database and Infrastructure Maintenance Management System. The VMIS staff are full time dedicated personnel, while the database administrators support the software on an as-needed basis. Support needs are at the greatest during periods of training or technical refreshes.

## Telecommunications Support

*No additional staff*

The telecommunications group is responsible for maintaining the communications network for SEPTA's widespread locations. For the implementation of asset management software, the telecommunications group has been installing the equipment necessary to provide internet access at crew meeting locations, and will assume maintenance of this equipment thereafter. This work is being performed with existing SEPTA staff; therefore, no additional personnel will be required.

## Technology

Here pieces of software support the Asset Management Program and were procured expressly to support TAM efforts:

- Vehicle Maintenance Management System (Update funded by 2010 Grant);
- Infrastructure Maintenance Management System (Procurement funded by 2010 Grant); and
- State of Good Repair Database (Procurement funded by 2010 Grant).

The 2010 grant was also used to procure tablet computers for field staff to utilize during inspections.

The need for additional software to supplement TAM efforts will be evaluated over the first two years of the plan's implementation.



## Continuous Improvement

*An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.*

The focus of the first year for this plan will be on the final implementation of the enterprise asset management software. We will continue to work with asset owners and maintainers to ensure that the systems can adequately address compliance, reporting, and data collection from field activities.

Of secondary concern will be the utilization of the decision support tool. Over the next year, the project manager will work to ensure that the capital asset inventory is at an appropriate level of granularity for each asset class so that information can be updated in a consistent manner, and that the output is an actionable basis for developing a preliminary project scope and budget for uses in capital planning.

The asset management team recommends that an outreach program for Transit Asset Management be developed for employees. This outreach may include presentations to various stakeholders, including System Safety Directors; Finance (especially for NTD submission); information technology; engineering staff; and maintenance foremen. This outreach will ensure that key stakeholders are aware of SEPTA's overall TAM process. SEPTA has already started to include asset management messaging in the AIM AD and Engineer I rotational programs.

As the enterprise asset management systems are matured, the project team will start to evaluate asset lifecycle performance data against assumptions made with the FTA TERM curves. The team will focus on comparing the assumed infrastructure asset useful lives to the field data, and make adjustments to the software as necessary. The team will also assess if there is a shift towards a preventative maintenance model.

Once the data systems are in place, the Asset Management Team recommends that a gap assessment be performed to assess alignment with the International Assent Management framework. The Asset Management Team recommends that this be performed near the end of a capital program development schedule.

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# 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 28, 2022

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, 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)**, the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act)**, and the **Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** 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/IIJA(BIL) 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. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

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 federally funded 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 the action 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 initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required 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 obligated, encumbered, or programmed in the first 4 years.
2. Project actions which cause there to be **no phases within the four-year TIP period. If a project has been Let for construction under a previous TIP and the removal of phases causes there to be no phases programmed within the four year TIP, this will be an administrative action.**
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 \$7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the Later Fiscal Years (LFY) of the TYP to the first four years (TIP) by more than \$7,500,000 will constitute a formal action.
5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than \$7,500,000**. Shifting funding from the first four years (TIP) to the Later Fiscal Years (LFY) of the TYP by more than 7,500,000 will constitute a formal action.
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 of less than or equal to \$7,500,000 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 an overall cost of a project within the four years of the 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 \$7,500,000 or less 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 eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g. PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or 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 more than \$7,500,000 or do not involve the federalization of a project.
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. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.
7. When the **line items** for Betterments are to be tapped for individual projects of **less than \$7.5 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 more than \$7,500,000**, 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, drainage improvements or guide rail updates.
8. When a project listed in an approved TIP is removed because funds for all phases totaling \$7,500,000 or less 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 more than \$7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.
9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional 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.
10. When a project draws down funding from a competitive program’s Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than \$7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.
11. 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 or change of scope.

Under any of these circumstances, DVRPC Partners 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 FY2023 TIP: the years FY24, FY25, or FY26), 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 \$7.5 million or less**, 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 or equal to \$7,500,000.
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.**
5. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

*(Administrative Amendments)*

6. When a cost increase of \$7,500,000 or less 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 of \$7,500,000 or less 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 more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
7. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
8. When PennDOT identifies a project phase less than or equal to \$7,500,000 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 more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.
9. When an action adds or removes a PE or FD phase to a project that is already programmed on the TIP and is less than or equal to the \$7,500,000 threshold.
10. When PennDOT seeks federal authorization to cover \$7,500,000 or less 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 more than \$7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

11. 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.
12. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, 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.

### **C. Amendments Requiring Formal Action by DVRPC**

**All other changes** to existing projects in the TIP not covered above in section III 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 more than \$7,500,000.

### **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 (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, 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 PennDOT 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. 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 the 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 an 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 Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC'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 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 DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC'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, if available, 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. See Section III.B.5.

## **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 programmed 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.
4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Pennsylvania Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP).

  
\_\_\_\_\_  
**Executive Director,  
for DVRPC**

Date 8/3/22

  
\_\_\_\_\_  
**Deputy Secretary,  
for PennDOT**

Date 8-4-2022

  
\_\_\_\_\_  
**General Manager,  
for SEPTA**

Date 8.3.22



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# **MEMORANDUM OF UNDERSTANDING**

## **Pennsylvania's Statewide Procedures for 2023-2026**

### **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 2023-2026 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 required by federal statute. The STIP includes regional TIPs developed by the MPOs, RPOs and PennDOT developed Interstate Management (IM) Program and other 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 Major Bridge Public Private Partnership (MBP3) Program, 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 (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021 and can be found on the [STIP page](#) on the STC Website under 2023 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 amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications 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 Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated 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 objectives 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 (PPPs). 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 once again 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 to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new federally funded project, 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.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.

- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$10 million for the Interstate Management (IM) Program;
  - \$7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population  $\geq 1,000,000$ ;
  - \$3 million for MPOs with most recent US Census Urbanized Areas (UZA) population  $\geq 200,000$  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 programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
  - 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 eSTIP 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 modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire 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 four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally-funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (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. 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 FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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 relief (ER) program, except those involving substantial functional, location, or capacity changes;

- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- 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 or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

**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 modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

## **Fiscal Constraint**

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an 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, per [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 that STIP/TIP revisions promote progress toward achievement of performance targets.

### **Statewide or Multi- UZA Transit Projects**

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.

### **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, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

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, 2022, and remain in effect until September 30, 2024, 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: 2022.03.15 08:52:58 -04'00'

Ms. Alicia Nolan  
Division Administrator  
Federal Highway Administration

Date

*Theresa "Terry" Garcia-Crews*

Digitally signed by THERESA  
GARCIA CREWS  
Date: 2022.03.14 22:05:45  
-04'00'

Ms. Terry Garcia-Crews  
Regional Administrator  
Federal Transit Administration

Date

Larry S. Shifflet

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Date: 2022.03.15 12:17:45  
-04'00'

Mr. Larry S. Shifflet  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

Date

Blank Page for Appendix D: TIP-LRP Project Benefit Criteria







## DVRPC TIP-LRP Project Benefit Evaluation 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 2050 Long-Range Plan* 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

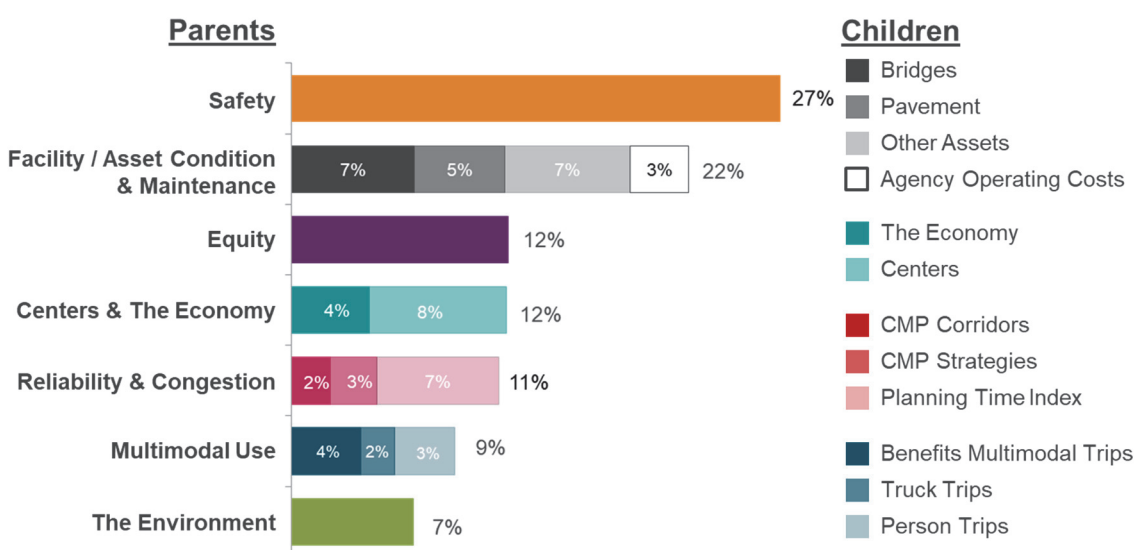
This criterion evaluates how the project serves under-represented and disadvantaged communities and other population groups with additional transportation needs. Projects score based on location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment 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.

### 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 = $\sum$ [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 (LOTTR)/ 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><b>Up to a max of 1 point:</b></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 (NO<sub>x</sub>) 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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**DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26)**

23001

October 2022

Southeastern Pennsylvania  
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

**KEY WORDS**

Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Investment Program, Bridge Off System, Bridges, BRIP, CMAQ, CMP, Conformity, Congestion Management Process, Congestion Mitigation and Air Quality, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, IIJA, Indicators of Potential Disadvantage, Infrastructure Investment and Jobs Act, 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, STBGP, STP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

**ABSTRACT**

The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in DVRPC's Pennsylvania counties that will seek federal funding in federal fiscal years 2023 to 2026. This volume also contains the following appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance Used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; and (D) DVRPC TIP-LRP Project Benefit Evaluation Criteria.

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