

DVRPC Illustrative List of Unfunded Projects

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical infrastructure projects. Unfortunately, due to severe funding limitations the projects listed on the following pages are unfunded as they do not appear in the first four years of the FY2013 Draft TIP for PA FY13-FY16, nor do they fit within the 12 year constrained programming horizon (FY2013-FY2024) assuming the region's current available funding levels. These projects were identified as active TIP projects in a previous TIP, but severe funding constraints have necessitated that they be pushed even beyond FY2024. The highway and transit projects contained in DVRPC's Illustrative Unfunded List could advance sooner only if additional resources were made available to the region.

Federal funding options for the future are unclear and there are innumerable challenges and uncertainties to address. SAFETEA-LU expired on September 30, 2009, and after almost three years of short-term extensions and continuing resolutions, Congress passed and the President signed (on July 6, 2012) MAP-21, Moving Ahead for Progress in the 21st Century. This law will provide federal funding through September 30, 2014. The future level of funding beyond that is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has continued to decrease over the last three years, while both operating and capital expenses increased dramatically. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds).

Overall funding levels provided to the DVRPC region and documented in PennDOT's Financial Guidance show current highway funding levels are 30% lower than at the time of developing the FY2009 TIP for PA. SEPTA indicates that annual capital funding levels provided for the Draft FY2013 TIP for PA are the lowest since 1997.

SEPTA's programming for the first four years of the TIP (FY 2013-2016) is focused on funding financial obligations, commitments to contracts currently awarded, federal mandates, and safety-related or essential vehicle and infrastructure replacement and rehabilitation programs. Without adequate capital funding, SEPTA cannot advance essential projects such as substation and bridge rehabilitations until outer years of the TIP. SEPTA's substations are generally more than 80 years old, and many bridges are over 100 years old, but these important repairs have been deferred until FY 2018. Major station projects are being delayed until 2023. Funding is not available to ensure that SEPTA can continue to purchase hybrid (rather than diesel) vehicles.

Programming for highway projects in the DVRPC region within the first four years (FY13-FY16) is focused on "fix it first" road and bridge rehabilitation and reconstruction projects. Additional funds were provided to the region to advance the I-95/PA Turnpike Interchange completion project, but many projects that cannot be advanced at this time include medium and large scale, multi-year funded projects such as US 1 and US 422 rehabilitation, and new capacity projects such as a US 30 Bypass, in addition to a multitude of structurally deficient bridges located all over the region. The Illustrative Unfunded highway projects all fall beyond the constrained 12-year programming horizon established for fiscal years FY13-FY24.

The impact of limited funding reaches well beyond a particular funding category and level per year, and has necessitated that hundreds of millions of dollars of transportation projects in the DVRPC region be deferred. Further, the cost of each project increases with every year of deferral. For example, a \$55 million project that is deferred only 4 years will cost the region an additional \$10 million due to the year of expenditure inflation. Drastic reductions in resources force the region to make very challenging decisions regarding selection of projects for funding.

Highway Illustrative Unfunded List in the DVRPC Region

The following projects do not appear in the 4 year Draft DVRPC FY2013 TIP period of FY13-FY16, nor do they fit within the 12 year constrained programming horizon. They could advance sooner only if additional resources were made available to the region

County	MPMS#	Project	Unfunded Construction Estimate
Bucks	12923	Bristol Road Extension	\$8,000,000
	12965	Lawn Avenue Corridor Improvement (Roadway, Curb, Sidewalk, and Wall Reconstruction with Other Improvements as Required)	\$15,300,000
	13549	US 1 Bridges and Reconstruction Old Lincoln - PA 413	\$192,000,000
	90327	River Road Over Trib Delaware (Bridge)	\$1,100,000
Chester	14580/14581	US 1 Expressway Reconstruction PA/MD State line - Schoolhouse Road	\$160,000,000
	14698/64220	US 422 Reconstruction, East of Schuylkill River to PA 724 Interchange	\$90,074,600
	84884/87781	US 30, Coatesville Downingtown Bypass from PA 10 to US 30/Lincoln Highway (Roadway Rehabilitation and Reconstruction of Mainline Pavement and Other Improvements)	\$445,500,000
Delaware	79329	Bridgewater Road Extension	\$11,000,000
	92808	Marshall Road Over Cobbs Crk (Bridge)	\$10,000,000
Montgomery	16239	New Hanover Square Road Bridge	\$5,000,000
	16211/48187	I-76 Ramps Henderson/Gulph Roads, Phase 2 & 3 (Widening and Intersection Improvements)	\$21,000,000
	16738	US 422 Reconstruction, Park Drive to Keim	\$81,000,000
	16741	Swamp Road at PA 663 (Bridge)	\$1,600,000
	48172	PA 23 at Allendale and Beidler (4-Lane Controlled Access Construction)	\$11,600,000
	48175	Ridge Pike, Norristown to Butler Pike Reconstruction/Widening	\$28,500,000
	48181	Fitzwatertown Road at PA 63 Intersection Improvements	\$1,300,000
	57861	Pleasant View Road Replacement/Rehabilitation	\$2,520,000
	64795	Belmont Avenue at I-76 Interchange Improvements	\$20,000,000
	79928	Lafayette Street/Dannehower Bridge Interchange (New Interchange and Bridge Reconstruction)	\$35,000,000
	83643	Limekiln Pike Over SEPTA (Bridge)	\$2,400,000
84308	SR 422, "S" Curve -West Pottsgrove Township (SR 0422 Reconstruction plus Reconfiguration of the "S-curve" and Stowe Interchange)	\$70,000,000	
Philadelphia	17407	Erie Avenue Over Conrail (Bridge)	\$3,000,000
	17581	Bells Mill Road Restoration	\$3,000,000
	17782	I-95 and Aramingo Avenue/Adams Avenue Connector	\$16,000,000
	64805	Citywide Sidewalk Bumpouts	\$1,000,000
	69914	Fifth Street Over Conrail (Bridge)	\$2,200,000
	75804	University Avenue/CSX Rail (Bridge)	\$4,500,000
	81292	Frankford Avenue/Frankford Creek (Bridge)	\$3,000,000
	83736	Roosevelt Boulevard Over Wayne Junction (Bridge)	\$61,575,301
	92809	Roosevelt Boulevard Exit (Bridge)	\$9,825,000
TOTAL			\$1,316,994,901

Note: Cost estimates are from FY2012.

SEPTA's Illustrative Unfunded List

The following projects do not appear in the 4 year Draft DVRPC FY2013 TIP period of FY13-FY16, nor do they fit within the 12 year constrained programming horizon. They could advance sooner only if additional resources were made available to the region.

MPMS Number	Project	Total Cost	Prior Funding Already Secured in a Grant	Amount Unfunded
87176	69th Street Intermodal Parking Garage	\$30,230,000	\$7,761,575	\$22,468,425
73214	Ardmore Station	\$10,000,000	\$0	\$10,000,000
95402	Bridge Improvement Program	\$105,250,000	\$0	\$105,250,000
	Chestnut Hill East Bridge Rehab Program - 5 Bridges	\$24,900,000	\$0	\$24,900,000
	Chestnut Hill West Bridge Rehab Program - 7 Bridges	\$27,100,000	\$0	\$27,100,000
	Mainline Bridge Rehab - 9 Bridges	\$53,250,000	\$0	\$53,250,000
90512	Bus Purchase Program	\$120,000,000	\$0	\$120,000,000
	Hybrid Differential	\$120,000,000	\$0	\$120,000,000
60335	City Hall Station / 15th Street Station Rehabilitation	\$142,000,000	\$24,000,000	\$118,000,000
60636	Elwyn to Wawa Rail Service	\$112,999,565	\$21,613,000	\$91,386,565
60655	Levittown Intermodal Facility Improvements	\$31,600,000	\$7,775,160	\$23,824,840
60574	Paoli Transportation Center	\$44,891,000	\$7,610,000	\$37,281,000
60638	Regional Rail Car, Locomotive and Trolley Acquisition	\$2,424,100,000	\$0	\$2,424,100,000
	Diesel/Electric Locomotives (9)	\$95,900,000	\$0	\$95,900,000
	Silverliner VI (81 single/82 MP)	\$1,323,100,000	\$0	\$1,323,100,000
	Trolleys (115 Single) and Articulated Trolleys (55)	\$1,005,100,000	\$0	\$1,005,100,000
60255	Regional Rail Signal Modernization Program	\$47,365,879	\$3,300,000	\$44,065,879
	Paoli Regional Rail Line Interlockings and Signals	\$47,365,879	\$3,300,000	\$44,065,879
77180	State of Good Repair	\$302,057,430	\$1,500,000	\$300,557,430
	1234 Market Street Improvements	\$2,000,000	\$0	\$2,000,000
	30th St - 'K' and Powelton Yard - Catenary including Structures	\$49,900,000	\$0	\$49,900,000
	69th St Motor Shop	\$689,000	\$0	\$689,000
	69th St. Terminal Roof Replacement	\$10,600,000	\$0	\$10,600,000
	Allegheny Bus Garage - Fire Suppression	\$2,256,528	\$0	\$2,256,528
	Allegheny Bus Garage - Vehicle Washers	\$3,045,380	\$0	\$3,045,380
	BSS Ridge-Spur Signals	\$5,538,000	\$0	\$5,538,000
	Callowhill Bus Garage - Roof Replacement	\$11,303,840	\$1,500,000	\$9,803,840
	Callowhill Shop Replacement	\$125,000,000	\$0	\$125,000,000
	Catenary Structures Rehab on Regional Rail Lines	\$13,000,000	\$0	\$13,000,000
	Comly Garage Roof Replacement	\$6,650,000	\$0	\$6,650,000
	Fern Rock Carhouse Roof Replacement	\$6,650,000	\$0	\$6,650,000
	Frazer Rail Shop - Vehicle Washer	\$2,560,430	\$0	\$2,560,430
	Frontier & Southern Paving	\$4,452,000	\$0	\$4,452,000
	Frontier Roof & Washer	\$4,500,000	\$0	\$4,500,000
	Lansdale Line Signal Hut Fencing	\$795,000	\$0	\$795,000
	Midvale Bus Garage - Vehicle Washers	\$3,045,380	\$0	\$3,045,380
	New Washer at Overbrook Shop	\$2,850,000	\$0	\$2,850,000
	Norristown High Speed Line Sink Hole Mitigation	\$2,501,176	\$0	\$2,501,176
	Norristown High Speed Line Tie Replacement and Continuous Welded Rail	\$26,347,988	\$0	\$26,347,988
	Overbrook Maintenance Facility Roof Replacement	\$6,750,000	\$0	\$6,750,000
	Powelton Switch Heaters	\$3,307,200	\$0	\$3,307,200
	Powelton Yard - Replace Office Rehabilitation	\$300,000	\$0	\$300,000
	Roberts #2 & Powelton Crew Roofs	\$1,100,280	\$0	\$1,100,280
	Tunnel Lighting	\$2,114,700	\$0	\$2,114,700
	Victory/Southern/Frontier Emergency Gen.	\$2,544,000	\$0	\$2,544,000
	Woodland Rail Shop - Fire Suppression	\$2,256,528	\$0	\$2,256,528

MPMS Number	Project	Total Cost	Prior Funding Already Secured in a Grant	Amount Unfunded
60271	Station Accessibility Program - ADA Compliance	\$46,500,000	\$0	\$46,500,000
	Erie, Snyder, 40th Street, Margaret-Orthodox and 69th St. / Cecil B. Elev.	\$46,500,000	\$0	\$46,500,000
60651	Substation Improvement Program	\$75,782,500	\$0	\$75,782,500
	Doylestown Substation	\$5,591,250	\$0	\$5,591,250
	Hatboro Substation	\$5,591,250	\$0	\$5,591,250
	Jenkintown SFC	\$30,600,000	\$0	\$30,600,000
	New Woodbourne Traction & Signal Substations	\$34,000,000	\$0	\$34,000,000
60557	System Improvements	\$344,324,799	\$0	\$344,324,799
	BSS Radiax/MFSE Radiax	\$32,324,799	\$0	\$32,324,799
	Centralized Warehouse	\$29,000,000	\$0	\$29,000,000
	Extension to Atglen on the Paoli Line	\$4,500,000	\$0	\$4,500,000
	Information Technology New Initiatives	\$16,000,000	\$0	\$16,000,000
	New Rail Shop at Midvale	\$100,000,000	\$0	\$100,000,000
	Norristown Third Track	\$30,000,000	\$0	\$30,000,000
	Railroad Yard Storage Expansion	\$34,500,000	\$0	\$34,500,000
	SEPTA/CSX West Trenton Separation	\$98,000,000	\$0	\$98,000,000
77183	Transit & Regional Rail Station Program	\$319,025,360	\$5,800,000	\$313,225,360
	5th Street Station	\$11,464,960	\$0	\$11,464,960
	69th Street Transportation Center Roof	\$3,900,000	\$0	\$3,900,000
	69th West Terminal Loop	\$1,295,320	\$0	\$1,295,320
	Broad Street Subway Station Program	\$10,500,000	\$0	\$10,500,000
	Bus & Trolley Loop Program	\$6,700,000	\$0	\$6,700,000
	Devon Station	\$20,000,000	\$0	\$20,000,000
	East Falls Station on the Manayunk/Norristown Rail Line	\$8,500,000	\$0	\$8,500,000
	Exton Station Rehabilitation	\$17,742,800	\$0	\$17,742,800
	Fairmount Station	\$15,000,000	\$0	\$15,000,000
	Fern Rock Complex Rehabilitation	\$74,500,000	\$0	\$74,500,000
	Jenkintown Station & Garage	\$62,575,000	\$5,800,000	\$56,775,000
	Parking Expansions - Gwynedd Valley, North Wales, Philmont	\$10,345,600	\$0	\$10,345,600
	Primos Parking Expansion	\$2,000,000	\$0	\$2,000,000
	Regional Rail Station Program	\$32,000,000	\$0	\$32,000,000
	Secane Station	\$22,501,680	\$0	\$22,501,680
	Wynnewood Station	\$20,000,000	\$0	\$20,000,000
15407	Villanova Intermodal Station (Phase II)	\$14,520,000	\$0	\$14,520,000
TOTAL				\$4,091,286,798

SEPTA Projects with Proposed Costs Beyond FY24

The following table shows transit projects that have proposed costs in FY25, beyond the 12 year programming horizon of the FY2013 TIP. These projects appear in the TIP document and also on the Illustrative Unfunded list because they could not be fully funded within the 12 year constrained program. This table shows the total costs of the projects.

MPMS#	Project Title	FY13-16	FY17-20	FY21-24	FY25 and Later	Total Cost
60335	City Hall Station / 15th Street Station Rehabilitation	\$0	\$0	\$38,563,000	\$79,038,000	\$117,601,000
60574	Paoli Transportation Center	\$0	\$23,000,000	\$0	\$14,290,000	\$37,290,000
60655	Levittown Intermodal Facility Improvements (B)	\$0	\$0	\$21,000,000	\$2,825,000	\$23,825,000
73214	Ardmore Station	\$0	\$0	\$9,000,000	\$1,000,000	\$10,000,000
87176	69th Street Intermodal Parking Garage	\$0	\$0	\$17,000,000	\$5,468,000	\$22,468,000