

Sampling of Prior CMAQ Projects

Note: The following project descriptions are for illustrative purposes only.

Alternative Fuel Projects

Gloucester County CNG Transit Vehicles

This project involves the purchase of three compressed natural gas 25-passenger, ADA compliant transportation vans to be used for the implementation of Gloucester County's Senior Transportation Services (STS) Program. Project Sponsor: Gloucester County

SEPTA Alternative Fuel Project

This project involves the purchase of 24 to 30 hybrid electric buses for use throughout the five county SEPTA service area along with necessary facility renovations. Project Sponsor: SEPTA

Lower Merion Township Natural Gas Vehicle Project (Montgomery County)

This project is funding the incremental cost of converting or purchasing 72 alternative fueled vehicles and the construction of a fueling station. Project Sponsor: Montgomery County

Bicycle/Pedestrian Improvements

Bicycle Racks on Buses Project

Purchase and installation of front mounted, fold-down bike racks on 43 thirty-foot buses on 14 suburban bus routes. Each rack will be capable of carrying two bicycles. Project Sponsor: SEPTA

Bicycle Lockers and Racks at Rail Stations Project

Design and installation of inverted U shaped bicycle racks and fully enclosed lockers at ten additional SEPTA rail stations. Lockers will be installed in groups of six per station and will be available for a modest rental, and at least four racks will be installed at each station. Project Sponsor: SEPTA

Park Road Trail

This project is the final phase of the Park Road Trail, which is a six foot wide trail (0.81 miles in length) that will complete a 1.5 mile trail connection between PA Route 100 and the Village of Eagle (the commercial, business, and employment center of Upper Uwchlan Township) and area residences, a local corporate park, Hickory Park, and Marsh Creek State Park. The Park Road Trail also provides direct links

to adjoining municipalities, including a link to the Uwchlan Trail within Uwchlan Township, which connects to the Eagleview community, and its 850 acres of residential, office, light industrial, and warehouse space. Also, there exists an inter-municipal connection for additional access to/from the Struble Trail and the Borough of Downingtown, as well as to Exton Park in West Whiteland Township and the Chester Valley Trail. Project Sponsor: Upper Uwchlan Township

Province Line Road Bike Trail

This project provides for installation of an eight foot wide bikeway/trail along the eastern side of Province Line Road to link various segments of the Lawrence Hopewell Trail. This is a dedicated bicycle and pedestrian trail physically separated from motorized vehicular traffic. The Province Line Road section of the Lawrence Hopewell Trail is approximately 2700 feet of trail from the southeastern end of the Bristol Myers Squibb campus in Lawrenceville, across Route 206, south on Province Line Road to Bannister Drive where the trail turns and continues on residential streets. Project Sponsor: Lawrence Township

Schuylkill River Trail along South Bank of French Creek

Multipurpose trail along the south bank of the French Creek linking a proposed station of the Schuylkill Valley Metro, the existing Schuylkill River Trail, SEPTA bus service, the downtown business district, and a proposed 120-acre mixed use development. Project Sponsor: Phoenixville Borough

Cobbs Creek Bikeway (Philadelphia)

This project involves constructing a 10 mile bikeway running from US 1, City Ave. southwest to PA 291 at the Philadelphia International Airport, through city park land and then along city streets. It frequently intersects with mass transit stops and connects several important commercial areas. Project Sponsor: Fairmont Park Commission

Westbank Greenway (Philadelphia)

This project involves rebuilding existing sidewalk as a pedestrian path/bikeway, rebuilding fence and portions of a stone retaining wall, removing billboards, landscaping to open views to the city skyline, planting street trees, installing street lighting and signs, widening the Spring Garden St. bridge sidewalk, and constructing a ramp for pedestrians and bicyclists to connect the Spring Garden St. bridge to West River Drive. Project Sponsor: City of Philadelphia Department of Streets

P & W Bicycle/Pedestrian Trail (Delaware County)

This project involves constructing a 2.2 mile, 10 foot wide (minimum) bicycle/pedestrian trail along the abandoned Philadelphia & Western railroad line in Radnor Township, from Martha Browns Woods Park to Sugartown Rd. Project Sponsor: Delaware County

Chester Valley Trail Extension (Montgomery County)

This project is related to the Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project includes the development of a 3.5 mile extension of the paved trail, connecting to the Hughes Park train station along the Norristown High Speed Line in Upper Merion Township. Bike lockers at the train station and on South Gulph Rd. near the King of Prussia shopping malls will also be provided. This project is part of a larger

effort to provide a cross-county trail from Chester County to Bucks County. Project Sponsor: Montgomery County

Traffic Flow Improvements/Signal and Intersection Improvements

Philadelphia Signal Retiming

The Corridor Signal Retiming project is a congestion reduction and traffic flow improvement program. Traffic signal retiming has been shown time and again to be one of the most cost effective ways to improve traffic flow and reduce congestion, fuel consumption, and reduce emissions. In 2011, the Streets Department instituted its signal retiming program on nine key corridors with over 200 signalized intersections. This project advances the retiming of seven additional corridors during 2012, and is currently working with DVRPC to identify and prioritize the next fifteen corridors to retime. Project Sponsor: City of Philadelphia Department of Streets

City Avenue Adaptive Signals

Installation of equipment at 22 signalized intersections within the City Avenue Corridor that enables the signals to be converted from semi-actuated operation to fully actuated/adaptive operation. The adaptive operation enables the traffic signals to provide variable green time for each intersection approach based upon the actual traffic volume and queue conditions, accommodating fluctuations in traffic associated with peak hour conditions and event conditions.

Implementation of this equipment in other similar corridors has resulted in peak hour reductions in travel time of 20-30%, a reduction in stoppages of 15-25%, and a reduction in overall delay by 27-38%. As such, the project will result in a corresponding reduction in emissions. Project Sponsor: City Avenue District

Caln Township Closed Loop Signal System

Installation of a closed loop signal system interconnecting twelve intersections along Business Route 30. Project Sponsor: Caln Township

PA 611 Closed Loop Signal System

Installation of a traffic responsive, closed loop signal system connecting thirteen signalized intersections along PA 611. Part of a four-municipality effort to connect a total of forty intersections with fiber optic communications on the PA 611 corridor, sharing data, software, and maintenance. Project Sponsor: Abington, Horsham, Jenkintown, and Upper Moreland Townships

Township Wide Traffic Signal Closed Loop System Upgrade and Expansion

Expand the existing closed loop signal system to focus on additional corridors including Dekalb Pike (including Bridgeport Boro.), Allendale Rd., Henderson Rd., Gulph Rd., and PA-23. Project Sponsor: Upper Merion Township

US 30/ PA 100/ PA 113 Advanced Signal System (Chester County)

This project involves the installation of a closed-loop signal system interconnecting 34 intersections along PA 100, PA 113, and US 30, allowing the two-way flow of information between the intersections and a central master station. System status information will be automatically transmitted from local intersections to the central master and an operator will control demand based signal timing and traffic volume information. The funding will provide for the design, capital, and operating expenses for two years.

Harbison Ave./Aramingo Ave. Signal Corridor (Philadelphia)

This project includes 27 signals and covers a distance of about 6 miles. Improvements on Harbison Ave. include removing the medians at the intersections for the painting of left turn standby lanes and the provision of overhead signals that will be interconnected with new controllers. Improvements on Aramingo Ave. include the addition of overhead signals and left turn standby lanes from Butler St. to Bridge St. Project Sponsor: City of Philadelphia Department of Streets

Rising Sun Ave./Adams Ave. Intersection Improvements (Philadelphia)

This project will widen the south side of Adams Ave. to improve its alignment and upgrade the signalization by installing overhead signals and advance left turn phasing for both eastbound Adams Ave. and northbound Rising Sun Ave. Project Sponsor: City of Philadelphia Department of Streets

Transit Improvements

King of Prussia Business Improvement District Transit Shuttle

A commuter shuttle service connecting major employment centers in the King of Prussia business and industrial park with key public transportation stations in the area. Through this public-private partnership with Upper Merion Township, transit service will be brought to an regional employment center currently underserved by transit. Project Sponsor: Upper Merion Township and King of Prussia Business Improvement District

City Avenue - Manayunk Circulator

A shuttle bus that will operate along the City Avenue corridor from 63rd St. to the base of I-76, and across the Schuylkill River into Manayunk. Proposed schedule is seven days a week with extended evening hours on Friday and Saturday nights, with a service frequency of every 20 minutes. (1-year, demonstration project.) Project Sponsor: City Avenue Special Services District.

Regional Automated Route Information Program (Regionwide)

This project provides for the purchase and installation of an Automated Information Retrieval System in SEPTA's Customer Relations Department. The system will be a real time multi-user travel information system which will assist the telephone information agents and the customer service staff in providing accurate and consistent responses to patron inquiries about how to use the SEPTA transit system. When the project is complete, there will be 75 linked state-of-the-art computer work stations. Project Sponsor: SEPTA

Transit Information Centers (Philadelphia, Delaware County)

This project provides for the location of specific information centers at two regional transit locations: one in Center City Philadelphia and one at the Chester Transportation Center. The project includes the construction of information kiosks that offer transit information and fare instrument sales and the placement of SEPTA staff to provide assistance to commuters. Project Sponsor: SEPTA

Transportation Center Development (Philadelphia, Chester County)

This project consists of the construction of two transportation centers - one in West Chester, Chester County (location to be determined), and the other at the Wissahickon Transfer Center at Ridge Ave. and Sumac St. in Philadelphia. Project Sponsor: SEPTA

Intermodal Freight Projects/Goods Movement

Tioga Marine Terminal Intermodal Transfer Expansion and Rail Improvements

Add 2220 feet of track on two spurs at the north end of the terminal, improving the rail infrastructure necessary to facilitate on-dock rail operations. Add rail trackage and spurs needed due to new construction at the terminal which blocks existing rail access. Project Sponsor: Philadelphia Regional Port Authority

Southern Chester County Rail Corridor Improvements

Install the third leg of a "Y" track at Chadds Ford to permit direct movement of freight cars to and from Wilmington, DE and points west. This improvement will eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic. Project Sponsor: Brandywine Valley Railroad Company

Red Hook Container Barge (New York, NY)

\$1.9 million in CMAQ funding were matched in a 50:50 ratio to purchase a barge and provide for some operating assistance to freight operations to remove 54,000 truck trips from the NY/NJ streets annually.

Auburn Truck to Rail Transfer Facility (Auburn, ME)

This project involves the construction of an intermodal facility owned by the City of Auburn and leased to Maine Intermodal Transportation, Inc. This facility is expected to redirect substantial truck traffic to rail. \$2.3 million in CMAQ funds were used in conjunction with \$600,000 in local match and \$200,000 in private funds.

High Bridge Branch Upgrading Project (Morris County, NJ)

This project involves the upgrading of 6 miles of existing track and the construction of a one mile extension on a county-owned railroad. Projected removal of truck traffic was linked to new development on a 5,000 acre industrial tract.

Davisville/Quonset Point Rail Track (Rhode Island)

This project will expand rail capacity by providing for additional track capacity along a 21-mile segment of the Northeast Corridor high-speed passenger line between Davisville and Central Falls, R.I. to allow uninhibited movement of freight from a marine facility to the national freight railway system.

Gorham Railroad Bridge Project (New Hampshire)

This bridge clearance project will allow double-stack container service from Auburn, Maine to Chicago, Illinois. The project is in an air quality attainment area but will reduce emissions along the I-95 corridor through nonattainment areas by allowing motor freight to be shifted to double-stack trains.

Education, Marketing, and Outreach

Marketing of Regional Rail Service at Stations with Parking Capacity

Dissemination of information to potential riders in the surrounding area of rail stations with available parking capacity. Marketing methods will include direct mail, local advertising, and a customer accessible database of parking availability. Project Sponsor: SEPTA

Manayunk Travel Awareness Campaign

An educational effort consisting of interactive workshops, media, and special materials and publications designed to alter the travel behavior of residents and visitors to the Manayunk area. Project Sponsor: Clean Air Council

Regional Transit Stop Signage Program (Regionwide)

This project provides for the placement or replacement of transit and railroad signs at stops throughout the five-county area. The program's goal is to provide user friendly signage, which will enable commuters to easily identify SEPTA routes and stops, thus encouraging the use of mass transit. Project Sponsor: SEPTA

Diesel Engine Retrofit/Repower Projects

SEPTA Duel Genset Diesel Locomotive Repower

This project is to repower a diesel locomotive with a dual generator set (GenSet). The engine to be repowered, "Locomotive 51," is a switcher style locomotive that is owned and operated by SEPTA. The services performed by this work train are important to the SEPTA system and include the following: maintenance and repair of tracks and catenaries, rail cleaning, rescuing disabled passenger trains, and shop-shifting (moving locomotives in and around maintenance repair shops).

CSX Diesel locomotive Repower

This project repowered one of CSXT's locomotives operating at the Pavonia Yard in Camden, New Jersey with new, highly advanced electronically controlled engine technology. The new locomotive configuration is certified to EPA Tier 3 Line-haul and Tier 2 Switch locomotive emission standards that will

realize reductions in exhaust emissions of NO_x, PM, and CO₂. The new locomotive is equipped with anti-idle technology to help reduce fuel consumption. Project Sponsor: NJ DOT, CSX Transportation

