

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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928PA Air Quality Action Supplemental Services

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER:IPD:

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															
PRA	LOC															
PRA	CAQ															
PRA	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

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)

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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				7,847								
		0	0	0	7,847	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,847		Total FY2027-2030		0		Total FY2031-2034		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															
PE	STU															
PE	TOLL															
		0	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034				0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48203 Aerial Photography

LIMITS: Districtwide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: DVRPC

NHPP:

FC:

No Let Date

AQ Code:X1

IPD:

CMP: Not SOV Capacity Adding

This project continues DVRPC's 5-year aerial imagery acquisition cycle, which dates back to 1965. It offers a unique way of tracking change, from a historical perspective, throughout the Delaware Valley region.

This project provides digital orthoimagery which is integrated into geographic information systems (GIS) and other mapping applications. This orthoimagery is used by DVRPC, our member governments, and the public to create and update spatial data, and for cartographic purposes. It serves as an invaluable resource in support of the region's planning and mapping activities.

Planning for this project involves determining the aerial imagery needs of DVRPC and its member governments. It is also necessary to evaluate technological and business changes such as imagery acquisition advancements, cloud-based, Software as a service (SaaS) imagery options, supplemental products, etc. In addition, if feasible, the project will be coordinated with any similar imagery acquisition efforts that may be undertaken by federal or state agencies, member governments, operating agencies, or other parties. Acquisition of hardware, software, or training may be required to take full advantage of the data.

Tasks:

1. Assess imagery and supplemental imagery product needs for 2025.
2. Identify preferred imagery characteristics and other potential products such as impervious surface data (including building footprints), LiDAR, etc., and determine expected costs.
3. Coordinate with other interested parties, if possible.
4. Consider alternative methods for obtaining aerial imagery, such as licensed imagery products.
5. Develop all necessary administrative documents that may be required.
6. Plan for and complete vendor selection process, if required.
7. Seek to upgrade equipment necessary for imagery distribution (web-based or otherwise), storage, and hardcopy reproduction.
8. Work with member governments to ensure that they are able to access and use the imagery.

Any work done in or for New Jersey is funded via the New Jersey TIP.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
STUD	STU	737											
STUD	TOLL												
		0	737	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		737		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 51095

ITS Program Integrator

LIMITS:

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/V. Genua

NHPP:

FC:

CMP: Minor SOV Capacity

No Let Date

MRPID:236

AQ Code:S7

IPD:

CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

TIP Program Years (\$ 000)													
Phase	Fund	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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

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Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	HSIP		741										
CON	HSIP			443									
CON	HSIP				14,095								
CON	HSIP					24,976							
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	741	443	14,095	24,976	27,176	27,176	27,176	27,176	27,176	27,176	27,176
		Total FY2023-2026		15,279		Total FY2027-2030		106,504		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			206									
PE	TOLL												
CON	581	100											
CON	581		100										
		300	100	206	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		606		Total FY2027-2030		0		Total FY2031-2034		0	

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
PE	STU										
		0	0	0	0	0	0	0	0	0	0
Total FY2023-2026				0	Total FY2027-2030				0	Total FY2031-2034	
										0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Transportation Alternatives - Urban (TAU) Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the new Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law's (IIJA/BIL) Surface Transportation Block Grant Set-aside for the continuation of the Transportation Alternatives Set-Aside Program (TASA/TAP) in the DVRPC region. 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. 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. Federal law requires that 59% of the funds are sub-allocated to regions with populations greater than 200,000 (TAU).

The IIJA/BIL apportions \$7,932,000 TAU in FY23, \$8,097,000 TAU in FY24, \$8,266,000 TAU in FY25, and \$8,438,000 TAU in FY26 and thereafter annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2024 Round) of two years' worth of MPO funding occurred in fall of 2023, with final projects awarded in winter 2024. 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. Each project will be broken out of the Line Item as an individual project at the appropriate time.

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2024:

Bucks - Levittown Trail Project – MPMS #81923 - \$2,000,000
 Bucks - South Easton Road Township to Borough Connector Trail – MPMS #81294 - \$1,500,000
 Chester - Route 100 Pedestrian Path – MPMS #81794 - \$1,000,000
 Chester - Sidley Road to Chester Valley Trail Connection – MPMS #81799 - \$1,850,000
 Delaware - Chester Creek Rail Trail Phase 2 Construction – MPMS #116147 - \$1,500,000
 Delaware - Norris Street Complete Streets – MPMS #82011 - \$1,300,000
 Montgomery - Memorial Park Improvements – MPMS #82085 - \$850,000
 Montgomery - Upper Moreland Power Line Trail – MPMS #82086 - \$2,466,000
 Philadelphia - Better Bus Stops- South 7th and 8th Streets – MPMS #81230 - \$1,000,000
 Philadelphia - Chestnut Pedestrian Islands – Phase 2 – MPMS #81223 - \$1,500,000
 Philadelphia - Woodland Avenue Complete Streets Project – MPMS #118496 - \$500,000

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2022:

Bucks – Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center – MPMS #117953 - \$650,000
 Bucks – Route 332 & Tyler Park Connection – MPMS #117971 - \$825,000
 Chester – Toughkenamon Streetscape Improvements – MPMS #117969 - \$965,000
 Chester – Moores Road Sidewalk – MPMS #117970 - \$500,000
 Delaware – Highland Avenue Complete Streets – MPMS #117957 - \$1,135,000
 Delaware – Media - Smedley Connector Trail - Phase 1 – MPMS #117972 - \$450,000
 Montgomery – Main St. East to Ruth Road Sidewalk Connections – MPMS #117961 - \$985,000
 Montgomery – Liberty Bell Trail - Phase 3 – MPMS #117965 - \$600,000
 Philadelphia – Franklin Square Pedestrian Access P2 – MPMS #111496 - \$850,000
 Philadelphia – Overbrook Educational Center Slow Zone – MPMS #117966 - \$985,000

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

Pennsylvania - Highway Program (Status: TIP)

Various

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
 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		2,145										
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											8,439	
CON	TAU												8,439
		0	2,145	8,266	8,438	8,438	8,438	8,438	8,438	8,438	8,438	8,439	8,439
		Total FY2023-2026			18,849	Total FY2027-2030			33,752	Total FY2031-2034			33,754

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	

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).

Pennsylvania - Highway Program (Status: TIP)

Various

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).

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.

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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	

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		0		Total FY2031-2034		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	LOC	327											
CON	STP			384									
CON	STP				105								
CON	LOC					900							
CON	STP						77						
CON	581						176						
CON	LOC						807						
CON	STP							1,097					
CON	581							194					
CON	LOC							896					
CON	STP								1,816				
CON	581								194				
CON	LOC								807				
CON	STP									76			
CON	581									84			
CON	LOC									80			
CON	STP										76		
CON	581										84		
CON	LOC										80		
CON	STP											76	
CON	581											84	
CON	LOC											80	
CON	STP												76
CON	581												84
CON	LOC												80
		327	0	384	105	900	1,060	2,187	2,817	240	240	240	240
		Total FY2023-2026				Total FY2027-2030				Total FY2031-2034			
		816				6,964				960			

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	185	348											
CON	LOC	205											
CON	BOF		349										
CON	185		1,042										
CON	LOC		1,257										
CON	185			422									
CON	LOC			25									
CON	185				674								
CON	LOC				491								
CON	BOF					310							
CON	185					3,023							
CON	185						65						
CON	BOF							273					
CON	BOF								297				
CON	185								38				
CON	BOF									60,425			
CON	185									56,721			
		553	2,648	447	1,165	3,333	65	273	335	117,146	0	0	0
		Total FY2023-2026		4,813		Total FY2027-2030		4,006		Total FY2031-2034		117,146	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980STU Reserve Line Item

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:S10

PROJECT MANAGER:IPD:

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		1,867										
CON	581		1,089										
CON	STU			6,146									
CON	581			277									
CON	LOC			250									
CON	STU				185								
CON	581				2,461								
CON	LOC				1,836								
CON	STU					3,895							
CON	581					46							
CON	LOC					4,588							
CON	STU						108						
CON	LOC						152						
CON	STU								1,178				
CON	581								957				
CON	STU									283			
		0	2,956	6,673	4,482	8,529	260	0	2,135	283	0	0	0
		Total FY2023-2026		14,111		Total FY2027-2030		10,924		Total FY2031-2034		283	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 81227 PA Air Quality Action Supplemental Services

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The goal of this project is to improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and place based advertisements.

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 to be unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

Tasks:

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		100										
PRA	LOC		25										
		0	125	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		125		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 81232 *Transportation Operations*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This program will 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 MPO's to incorporate transportation operations into their transportation planning and coordination processes. 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 Program (25-52-170) highlight key activities undertaken by these programs. 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.

This year's work program is divided into several major components: Traffic Incident Management (TIM), Transportation Operations Task Force (TOTF), and TSMO education and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice education/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 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 incident after action reviews, 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 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 and I-476 Travel Management Projects). 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.

As a result of ongoing discussion within various IMTF's about the challenges responders face dealing with EV vehicle fires, DVRPC established an Electrical Vehicle Task Force. The task force is a coalition of first responders and other related parties dedicated to improving outcomes of EV-related incidents on roadways. The goal of the EV Task force is to act as a conduit for information-sharing and resource management of existing national and local best practices and EV trainings.

DVRPC's Transportation Operations Task Force (TOTF) is the focal point of educating regional partners and practitioners, coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to share best local practice and 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 coordination activities that in turn support the Task Force members.

This work program supports the 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) Traffic Incident Management Task Forces.

Pennsylvania - Highway Program (Status: TIP)

Various

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, 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, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management.
5. Facilitate coordination between PennDOT and emergency responders on various Active Traffic Management projects (I-76 ICM, I-476/I-95, US 422), including working with PennDOT project managers to bring responders and design consultants together to identify 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. Promote and provide the PA Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
8. Social Media awareness campaigns for quick clearance.
9. Participate in Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
10. Provide technical support, including mapping services, GIS, and other assistance as requested.
11. Continue to manage and implement the EV Taskforce, including sharing information and supporting collaboration efforts and communication, EV training and general awareness amongst various stakeholders.

Transportation Operation Task Force Education and Training

1. Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials.
2. Share information on 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.

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 sessions 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. Roster and contact information of regional emergency agencies
8. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

Any work performed in or for New Jersey will be funded via the New Jersey TIP.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ		208										
PRA	581		52										
		0	260	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		260		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 81237 2025 On-Board & Household Travel Surveys

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This program will support the economic vitality of the region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the systems users and their travel-related behavior.

On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a regions residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on Ecommerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood.

Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation.

There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews.

In FY2024, data collection plans for both a comprehensive On-Board Survey and a Household Travel Survey were developed. This project will implement those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years. DVRPC will draft and release RFPs for data collection for both surveys; evaluate and rank the proposals, and hire consultants to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the On-Board and Household Travel surveys are officially underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with consultant delivery of cleaned and processed databases for both the On-Board and Household Travel surveys. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results.

This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors.

Tasks:

1. Create steering committee to evaluate and rank proposals.
2. Draft RFP for On-Board Survey data collection.
3. Review, evaluate, and rank consultant proposals for On-Board Survey data collection.
4. Hire consultant team for On-Board Survey data collection.
5. Draft RFP for Household Travel Survey data collection.
6. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection.
7. Hire consultant team for Household Travel Survey data collection.
8. Monitor and supervise data collection for both the On-Board and Household Travel surveys
9. Review consultants' work products.
10. Expand On-Board Survey to represent regional universe of transit riders.
11. Write technical report documenting On-Board survey methodology and results.
12. Expand Household Travel Survey to represent regional universe of households.
13. Write technical report documenting household travel survey methodology and results.

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU		1,095										
		0	1,095	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,095		Total FY2027-2030				Total FY2031-2034			

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				Total FY2031-2034			

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	581		250										
		0	250	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		250		Total FY2027-2030				Total FY2031-2034			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318CAQ Reserve Line Item

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER:IPD:

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	68											
CON	CAQ		2,000										
CON	LOC		3,350										
CON	CAQ			1,000									
CON	CAQ				3,142								
CON	LOC				991								
CON	CAQ					11,711							
CON	CAQ						11,965						
CON	CAQ							8,353					
CON	CAQ								11,965				
CON	CAQ									10,160			
CON	CAQ										10,159		
CON	CAQ											10,159	
CON	CAQ												10,159
		68	5,350	1,000	4,133	11,711	11,965	8,353	11,965	10,160	10,159	10,159	10,159
		Total FY2023-2026		10,551		Total FY2027-2030		43,994		Total FY2031-2034		40,637	

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	350	0	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	<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>			
PRA	TOLL															
PRA	TOLL															
		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)

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	<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	3,550											
CON	NHPP		3,800										
CON	TOLL												
CON	NHPP			3,800									
CON	TOLL												
		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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 County Bridge Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD: 29

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000, FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000, ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):

MPMS #s will be created once invoices are received by PennDOT.

Bucks County

-Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.

-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.

-Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

Chester County

-State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.

-Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.

-Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

Delaware County

-Paper Mill Road over 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				556								
CON	LOC				106								
CON	183					934							
CON	LOC					233							
CON	183						8,158						
CON	LOC						2,039						
CON	183							6,318					
CON	LOC							1,579					
CON	183								14,766				
CON	LOC								3,621				
		0	0	0	662	1,167	10,197	7,897	18,387	0	0	0	0
		Total FY2023-2026			662	Total FY2027-2030			37,648	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 97311

Transportation Community Development Initiative (TCDI) Administration

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project is for the administration of Transportation Community Development Initiative (TCDI) projects in the Pennsylvania Subregion of DVRPC, which includes Bucks, Chester, Delaware, and Montgomery Counties and The City of Philadelphia. The funding will help provide for the planning, analysis, or design initiatives which enhance the regional transportation system.

This project is a breakout of MPMS# 64652.

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval.

Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

Thirteen (13) projects requesting \$12.595 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 - \$2,980,000 (\$2,384,000 State 183/\$596,000 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.

(7) East Locust Road over Red Clay Creek - \$1,115,000 (\$892,000 State 183/\$223,000 Local) - MPMS #86287

Delaware County

(8) 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;

(9) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573 - COMPLETED.

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

Montgomery County

(10) 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;

(11) 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;

(12) 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;

(13) 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					344							
CON	LOC					31							
CON	BOF						15,000						
CON	183						2,625						
CON	LOC						625						
CON	BOF							18,000					
CON	183							11,625					
CON	LOC							2,875					
CON	BOF								17,000				
CON	183									1,981			
CON	LOC									494			
CON	183										1,981		
CON	LOC										494		
CON	183											1,981	
CON	LOC											494	
CON	183												1,981
CON	LOC												494
		0	0	0	0	375	18,250	32,500	17,000	2,475	2,475	2,475	2,475
		Total FY2023-2026			0	Total FY2027-2030			68,125	Total FY2031-2034			9,900

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		1,000										
		0	1,000	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# 102320 District Wide Bridge Rehab Group P

LIMITS: Districtwide

Est Let Date: 8/10/2023

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
UTL	185	200											
CON	185	3,435											
CON	185		332										
CON	185			1,519									
CON	185				3,500								
		3,635	332	1,519	3,500	0	0	0	0	0	0	0	0
		Total FY2023-2026		8,986		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665Signal Upgrade Line Item

LIMITS:No Let Date

IMPROVEMENTSignal/ITS ImprovementsNHPP:

MUNICIPALITIES: VariousFC:AQ Code:NRS

PLAN CENTER:IPD:

PROJECT MANAGER: L. GuariniCMP: 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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 104639 *Travel Monitoring*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Not SOV Capacity Adding

This continuing project collects and processes travel data, the primary form being traffic counts, including hourly and 48 hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to VMT forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis and traffic monitoring and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. In addition, DVRPC facilitates the periodic review and revision of the highway functional classification system. Traffic count information from the database may be queried at <http://www.dvrpc.org/traffic>. To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, and repairs as needed.

Tasks:

- 1) Coordinate with PennDOT and member governments to review traffic count locations.
- 2) Establish weekly schedules, manpower assignments, and control procedures.
- 3) Collect traffic data at approximately 3,000 selected locations.
- 4) Upload data into the DVRPC Traffic Count system, process county, edit for quality control, and develop annual average daily traffic volumes.
- 5) Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
- 6) Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
- 7) Input traffic count data files into the comprehensive regional GIS-T database for sharing over the internet.
- 8) Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
- 9) Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits.
- 10) DVRPC will also coordinate with PennDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory: locally owned public roads and bridges (eight to 20-foot spans), including georeferencing data.

Products:

- 1) Computer database file containing new and updated traffic counts
- 2) Transmittals of traffic data to DOTs, member governments, and interested parties

TIP Program Years (\$ 000)																
Phase	Fund	<u>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>			
PRA	TOLL															
PRA	TOLL															
		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)

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												
CON	581												
		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# 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

Final Version

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

NHPP:

FC:

No Let Date

MRPID:65

AQ Code:NRS

IPD:

CMP: Not SOV Capacity Adding

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel.

This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the single occupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming.

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. 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.

The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area.

To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use.

Tasks:

1. Develop two-year Work Programs, updated annually.
2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor.
3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues.
4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged.
5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

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		465										
PRA	TOLL												
		250	465	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		715		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 107175 US 202 and PA 29 Sinkhole Remediation

LIMITS:

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Upper Merion Township; East Whiteland Township

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

This project includes remediation of sinkholes at two locations within District 6-0: SR 202 (DeKalb Pike) in Upper Merion Township, Montgomery County between Henderson Road and Saulin Boulevard, and SR 29 (Morehall Road) in East Whiteland Township, Chester County between Great Valley Parkway and the PA Turnpike eastbound on-ramp, just north of Atwater Drive.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	581		1,500										
CON	PRTCT		12,000										
CON	STU		7,000										
		0	20,500	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		20,500		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 109599 Bridge Group U

New

LIMITS: Various Locations

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 21

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Seven bridges in Bucks, Chester and Montgomery counties that are poor condition will be replaced with minimal roadway improvements. An estimated service life extension of 30 years is anticipated. The scope of work will not change the typical section of the roadways or increase their capacities.

The bridges in Bucks County are:

Stoney Hill Road over Brock Creek (Bridge Key 7305)

Lower State Road over Branch of Mill Creek (Bridge Key 7363)

The bridges in Chester County are:

5th Street over Branch of Little Elk Creek (Bridge Key 10415)

Saginaw Road over Big Elk Creek (Bridge Key 10450)

Barnsley-Chrome Road over Northeast Creek (Bridge Key 10580)

The bridges in Montgomery County are:

Salford Street over Branch Perkiomen Creek (Bridge Key 27560)

Washington Lane over Branch Pennypack Creek (Bridge Key 27674)

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	185		2,750										
CON	185			1,250									
		0	2,750	1,250	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,000		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109847 ROW Divestment 6-0

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

TIP Program Years (\$ 000)													
Phase	Fund	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	

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				
		0	0	0	0	0	0	0	0	0	0	0	0				
Total FY2023-2026		0				Total FY2027-2030				0				Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 110460Commuter Services

LIMITS: Regionwide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Jim Mosca

NHPP:

FC:

No Let Date

AQ Code:A1

IPD:

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														
PRA	TOLL														
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)

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

Actl Let Date: 9/12/2019

NHPP:

MRPID:236

FC:

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	4,496											
CON	STU	3,500											
CON	TOLL												
CON	STU												
		7,996	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		7,996		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-Fellon

CMP: Not SOV Capacity Adding

No Let Date

NHPP:

FC:

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	<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>				
PRA	CAQ																
PRA	LOC																
PRA	CAQ																
PRA	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			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112280 *Districtwide Barrier Repair*

LIMITS: No Let Date

IMPROVEMENT Roadway Rehabilitation NHPP:

MUNICIPALITIES: Philadelphia City; Lower Merion Township; Coatesville City FC: AQ Code:S9

PLAN CENTER: IPD:

PROJECT MANAGER: Harold Windisch ADE CONSTR CMP:

This project involves the repair and replacement of damaged and deteriorated roadway barriers in District 6-0. The majority of work will be done on approximately 2,500 linear feet of barriers on State Route (SR) 76 (the Schuylkill Expressway) in Philadelphia and Montgomery Counties and approximately 5,800 linear feet of metal and concrete barriers on SR 82 (Manor Road) in Chester County.

The continued deterioration of barriers along SR 76 and SR 82 has led to conditions which urgently require the extensive replacement of whole sections of barrier. For segments where barrier repairs are needed, SR 76 carries over 200,000 vehicles per day and SR 82 carries over 15,000 vehicles per day. The median barrier within the project limits along SR 76 was initially built in 1967 and was rehabbed in 1986. Over the years, it has deteriorated due to age and vehicular impacts. Temporary repairs have been completed using W-beam rail; however, full replacement is needed to maintain the safety of the barrier. The attached photos below show some of the deteriorated sections. The median barrier on SR 82 consists of steel tubular rail. Due to its age and vehicular impacts, the barrier has deteriorated to a point where it needs to be addressed. Unfortunately, repair materials for this type of rail are no longer available and therefore replacement is required.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	STP	150											
CON	STU												
		150	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		150		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 112977 TMA Competitive Grant Program

New

LIMITS:

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A1

PLAN CENTER:

IPD:

PROJECT MANAGER: James Mosca

CMP: Minor SOV Capacity

The TMA Competitive Grant Program (TMA CGP) provides a mechanism for southeastern Pennsylvania's TMAs and MAP contractors to supplement their regular Work Programs with additional funding to carry out supplemental activities that are core to their missions, related to transportation issues of reducing traffic congestion, improving air quality by lowering vehicle emissions, facilitating multi-modalism, embracing new technology, and promoting commute alternatives to the single-occupant vehicle, and that concurrently help implement the region's long-range plan. All of the TMAs and MAP contractors submit annual Work Programs under a two-year contract period with PennDOT, and the TMA CGP funding program can either bolster and leverage existing, effective strategies, or be applied for new initiatives consistent with the CMAQ funding source.

The projects that were selected in April of 2019 are:

Partnership TMA - Bicycle Audits and Employee Workshops for Commuters. Expected benefits from this project are improvements that encourage more employees to bike to work.

Delaware County TMA - TDM Targeted Social Media Campaign. Expected benefits from this project would increase awareness of TDM options available and encourage more mode changes for commuting with a younger demographic.

Greater Valley Forge TMA - TDM Outreach and Education along Route 422. Expected benefits from this project are education on TDM options along this corridor and how implementing them can help reduce congestion and improve air quality along the corridor on a more regular basis.

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				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# 113416 Concrete Arch Bridge Repair

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Collegeville Borough; Lower Merion Township; Low FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Harrower

CMP: Not SOV Capacity Adding

SR 0001 (Township Line Road) over Cobbs Creek -

The proposed scope of work includes removal of existing concrete bridge railing and replace with a new PA Type 10M bridge barrier (painted brown) attached to a moment slab; perform concrete repairs and crack repairs to the arch barrel; perform concrete repairs to the spandrel walls, wingwalls and abutments; improve off bridge drainage behind the wingwalls; install rock protection along the abutments and wingwalls; remove deposits and timber debris in the upstream and downstream channels; upgrade guide rail to current MASH standards; replace existing sidewalk; and repave the bituminous roadway and approach roadway.

SR 0001 (City Avenue) over East Branch Indian Creek -

The proposed scope of work includes replacement of cracked and settled sidewalk sections; removal of vegetation debris from the bridge; removal of vegetation growth from the bridge; remove tree at northwest quadrant of the bridge that is growing into the bridge railing; concrete repairs to the balustrade railing, matching color and texture to existing bridge; concrete repairs and crack repairs to the arch barrel, matching color and texture to existing bridge; concrete repairs to the spandrel walls, wingwalls and abutments, matching color and texture to existing bridge; repave bituminous roadway and approach roadway; and the installation of rock scour protection along abutments, using a dark colored stone that blends with the environment.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
ROW	581		100										
		0	100	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		100		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
UTL	581	400											
CON	BRIP							8,500					
CON	TOLL												
CON	STU							1,667					
CON	STU								833				
		400	0	0	0	0	0	10,167	833	0	0	0	0
		Total FY2023-2026			400	Total FY2027-2030			11,000	Total FY2031-2034			0

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												
PRA	CAQ												
PRA	LOC												
PRA	CAQ												
PRA	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

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.

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115962 PA Supportive Regional Highway Program (SRHPP)

LIMITS: No Let Date

IMPROVEMENT Other NHPP:

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 movde counting program as well.

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115963 TCDI Administration

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will support the key policies of Connections 2050 by ensuring a diverse and competitive regional and local economy by encouraging reinvestment in the region by coordinating regional transportation, land use, redevelopment, and economic development.

At the regional level, staff will continue to lead, participate, and support economic development investment strategies in the region; including managing and maintaining the regions Comprehensive Economic Development Strategy (CEDS), as required by the US Economic Development Administration (EDA). Tasks may include completing and submitting the CEDS updates to EDA, amending the list of vital projects as appropriate, assisting in grant applications to EDA, and working with federal and regional partners to identify how to best advance the CEDS goals. To continue to comply with EDA guidelines, staff will explore the regions vulnerability with regard to a major economic downturn caused by natural events, loss of a major employer, pandemic or similar major health crises, or international trends. Staff will continue to engage and build partnerships with US EDA and other economic development practitioners and provide for potential US EDA funding applications. Additional activities may include convening economic development partners for project development and reaching out to county partners outside of the DVRPC service area. Staff will continue to analyze employment and industry data and report on regional trends and any other data requests as part of our economic analyses supporting the long-range plan and CEDS.

Rating the Region: Staff will provide updated data and analysis for the regional comparisons report (Rating the Region), as part of our Connections 2050 efforts, by collaborating with long-range planning staff to add the Rating the Region indicators to DVRPCs existing Tracking Progress dashboard. Indicators for the regional CEDS will also be combined with the Tracking Progress indicators to expand the Tracking Progress dashboards scope. Updates will be made to increase user accessibility and readability.

Access to Tourist Destinations: Staff will continue to identify livability and sustainability strategies to tie the quality and location of transportation facilities to multi-modal accessibility of tourist destinations and employment. Tasks may include working with local communities to make better use of their tourist destinations, convening tourism stakeholders in the region, and addressing multi-modal feasibility to tourist destinations.

Camden County Missing Middle Housing: Since many of the regions mature communities face social, economic, transportation (motorized and nonmotorized), and infrastructure challenges, staff will continue community development and revitalization efforts that strive to implement Connections 2050, and assist with investment and equitable development strategies at the local level. Specifically, staff will collaborate and assist on the Housing Initiative developing specific case studies in Camden County on missing middle housing. As part of the Housing Initiative, staff will use the Regional Economic Development Forum (RCEDF) to provide outreach to communities highlighted in the identified case studies to discuss the research and best practices.

Retail Districts: Staff will continue to monitor community resilience, specifically for the regions identified retail districts and downtowns to address pandemic recovery needs. This may include zoning recommendations, street design flexibility, and/or convening stakeholders. The retail district typology work will continue to be evaluated and enhanced.

Roebbling Steel Plant Land Use and Feasibility Study (Florence Township, Burlington County, NJ): Staff will assist on the Roebbling Steel Plant Land Use and Feasibility Study to determine the highest and best use of this brownfield transit-oriented development, including market feasibility. Tasks may include land use and zoning research, census and retail data collection, regulatory document research, and outreach including stakeholder interaction and presentations.

Regional Community and Economic Development Forum (RCEDF): Staff will hold a minimum of two but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). At least two meetings will be used for the Housing Initiative case study outreach meetings. The RCEDF facilitates networking and coordination between the region's transportation, economic development, and land use planning professionals on issues of regional importance; fosters greater cooperation between agencies; and strives to coordinate regional transportation and land use planning activities with the needs of the economic development community.

TCDI: Program administration of the Transportation and Community Development Initiative (TCDI) grant program will continue. FY 2023 will include project solicitation for eligible New Jersey communities with project selection in spring 2023. Projects will then be managed by DVRPC staff and this will include all tasks related to procurement, invoicing, progress reports, and outreach meetings, as necessary. Staff will continue to maintain the TCDIdirect (project management) database specifically providing project management for previously awarded FY22 Pennsylvania projects.

Municipal Outreach: Staff will continue municipal outreach through educational events and workshops. These events provide Certification Maintenance (CM) credits for American Institute of Certified Planners (AICP) members. Staff will maintain the Municipal Funding Resource (MFR) which provides a list of grant programs for stakeholders. The MFR is a shared online database with our county partners that enables

Pennsylvania - Highway Program (Status: TIP)

Various

each to share programs and opportunities.

Completion of this work may require the purchase of equipment and data services.

Tasks

1. Work with EDA and regional stakeholders on the development of the regional CEDS.
2. Maintain the economic development webpage and subpages with current data.
3. Update Tracking Progress interface to include regional and CEDS-related economic development indicators.
4. Analyze multi modal access to tourist destinations.
5. Assist on the Camden County Housing Missing Middle analysis.
6. Identify and engage local stakeholders and community leaders, as well as provide local technical assistance to communities on revitalization strategies through educational events and workshops.
7. Provide analysis on the Roebling Steel Plant Land Use and Feasibility Study.
8. Convene a minimum of two (2) but up to four meetings of the Regional Community and Economic Development Forum (RCEDF). Two meetings specifically for the Housing Initiative outreach and case studies.
9. Develop the FY 23 TCDI Program Guidelines and updated webpage.
10. Maintain the TCDI Direct project management database.
11. Deliver Municipal Outreach presentations as requested.
12. Provide AICP CM credits as requested.
13. Work with county partners to maintain the Municipal Funding Resource Database.

Products

1. CEDS Key Regional Economic Development Project Database.
2. Memos or products as requested by US EDA (as it pertains to our pending Economic Development District (EDD) status), as well as EDA support letters for potential funding applicants.
3. Economic Data bulletins and/or Snapshots.
4. Updated Tracking Progress dashboard that includes metrics to compare regions.
5. Technical memo on increasing multimodal access to tourist destinations.
6. Deliverable/Report on Camden County Missing Middle Housing.
7. Retail District analysis.
8. Roebling Steel Land Use and Feasibility Study deliverable(s).
9. Minutes of the Regional Economic Development Forum Meetings (RCEDF)
10. FY 23 TCDI Program Guidelines and updated webpage.
11. TCDI Direct project management database.
12. Municipal Outreach presentations as requested.
13. AICP CM credit event surveys.
14. Municipal Funding Resource Database.

*PA TIP - MPMS #115963 - \$170,000 STU/Toll Credit Match for TCDI Admin;

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	190											
		190	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			190	Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115964 *Transportation Operations*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP: Minor SOV Capacity

This project will promote more efficient and cost-effective use of the existing transportation network.

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. 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 (23-52-170) highlight key activities undertaken by these programs. 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.

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 incident after action reviews, 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 IMTFs in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). 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 2023 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 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.

Pennsylvania - Highway Program (Status: TIP)

Various

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 2022, 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, severe weather preparedness 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 DVRPCs Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOTs 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. Perform as needed any data collection and analysis of various travel data to identify trends in system performance across the network.

Pennsylvania - Highway Program (Status: TIP)

Various

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, PennDOTs 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.

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 sessions 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. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs.
2. MOU and concept of operations for each corridor when necessary.
3. Proposed and final signal timing plans
4. Implementation of Optimized Signal Timing Plans
5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption.
6. Corridor Summary fact sheets

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.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	208											
PRA	581	52											
		260	0	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			260	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115966 CMAQ Project Engineering/Management

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This line item will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

Any work done in or for New Jersey is funded via the New Jersey TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	120											
PRA	581	30											
PRA	STU		120										
PRA	581		30										
		150	150	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		300		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115968 *Travel Monitoring*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This program will improve efficiency of the regions transportation system by collecting and analyzing traffic data to determine the utilization of the regions transportation network.

This ongoing regional program 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 Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at <https://www.dvrpc.org/webmaps/TrafficCounts/>. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website

To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, repairs, or services as needed.

Tasks

1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations.
2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts.
3. Establish weekly schedules, staff assignments, and control procedures.
4. Collect traffic data at approximately 3,000 selected locations.
5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database.
6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
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 as requested.
10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested).

See also MPMS #104639

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	145											
PRA	STU		225										
PRA	TOLL												
		145	225	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		370		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115970 *Air Quality Action Supplemental Services*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and placebased advertisements.

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.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

Tasks

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

See also MPMS #17928.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	100											
PRA	LOC	25											
		125	0	0	0	0	0	0	0	0	0	0	0
Total FY2023-2026		125				Total FY2027-2030				0	Total FY2031-2034		
													0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115973 Enhance and Maintain Travel Forecasting Tools

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with the FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. This project is for the updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios.

The goal of this project is to support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	454											
PRA	TOLL												
PRA	TOLL												
PRA	STU		455										
		454	455	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		909		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117793 Systemic Improvements - Lane Departure

New

LIMITS:

Est Let Date: 8/24/2023

IMPROVEMENT Other

NHPP:

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		3,920										
		3,000	3,920	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,920		Total FY2027-2030		0		Total FY2031-2034		0	

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117796 Systemic Improvements - Vulnerable Users

New

LIMITS:

Est Let Date: 8/24/2023

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	sHVRU		2,000										
CON	sHSIP		3,000										
		1,000	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		6,000		Total FY2027-2030		0		Total FY2031-2034		0	

MPMS# 117912 PA SHRPP

LIMITS: District Wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Process. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

See also MPMS #115962

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TOLL												
PRA	STU	798											
PRA	TOLL												
PRA	STU		828										
		798	828	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		1,626		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117928 *Travel Options Program(TOP)*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This work program supports the delivery of the regional transportation demand management (TDM) program for both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 25-52-100). This program's purview includes an application and grant award program (Travel Options Program or TOP) to fund traditional TDM activities with demonstrated reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, as well as help to create and cultivate new mobility opportunities for residents and workers. This program will fund a two-year project round over FYs 2025-2026.

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing 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.

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 they don't necessarily reduce 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 such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commissions 2050 Long-Range Plan and new direction will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach.

A uniform, 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. Completion of this work may require the purchase of equipment or services. This program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted.

Tasks

1. With planning and administrative tasks funded under project 25-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts.
2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds.

Note that any work done in New Jersey is funded via the New Jersey TIP.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	918											
PRA	CAQ		1,011										

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

918	1,011	0	0	0	0	0	0	0	0	0	0	
Total FY2023-2026		1,929	Total FY2027-2030				0	Total FY2031-2034				0

MPMS# 117929 PA Transportation Demand Management (TDM) Base Program

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will fund and guide the TMAs and contractors that will work with employers and residents to encourage them to choose travel alternatives to the single-occupancy vehicle (SOV). This will happen through educational programming and relevant products and services within specific service areas, through the tasks listed below. These tasks will result in improved accessibility to a variety of safe and affordable travel modes and a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region.

This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, in the form of two grants funded by PennDOT; for FY2023, DVRPC and PennDOT created a TDM grant program that combines these two "legacy" grants into one new "base" TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services.

Tasks

1. TDM education and outreach to the general public.
2. TDM education and outreach to employers and municipalities.
3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc.
4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program.
5. Locally-based projects that enhance commuters ability to choose a mode other than driving alone to work.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CAQ	800											
PRA	LOC	200											
PRA	CAQ		1,928										
PRA	LOC		682										
		1,000	2,610	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		3,610		Total FY2027-2030			0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117930 PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This work program will manage the work of TMAs and contractors that serve employers implementing commute alternatives programs and encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV).

The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and program for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). For FY2023, DVRPC and PennDOT have developed a new TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each organization will be awarded an amount of funding to perform activities like education and outreach on TDM options, TDM strategies, and the advantages for both employers and employees to implement or use these options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development and in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match program, the Emergency Ride Home (ERH) program and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

Tasks

1. Work with TMAs/Contractors to develop Work Programs for base TDM efforts.
2. Ensure this work involves outreach to both employers and the general commuting public.
3. Oversee TMA/Contractor TDM education and outreach efforts and development and placement of relevant materials; encourage cooperative efforts whenever possible.
4. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and training.
5. Creation and administration of contracts with each of nine subrecipients.
6. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

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>
PRA	CAQ	325											
PRA	CAQ		325										
		325	325	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		650		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117936 *Regional Electric Vehicle Plan*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

This project will support the region's transition to an electrified transportation system by sharing data and information, participating in federal, state, and local electrification coordination efforts, and supporting electrification efforts by providing planning assistance and support for funding opportunities.

This project leads planning efforts to prepare the region for the anticipated increase in the number of battery electric vehicles (EVs) in the DVRPC region by assisting with planning for, and funding of, electric vehicle charging equipment (EVSE).

The past few years have seen tremendous growth in the use of electricity in transportation. This includes private passenger vehicles, e-bikes, public transit buses, and delivery vehicles. The electrification of the transportation sector presents a wide range of planning challenges. DVRPC will leverage existing planning tools and data to assist planning partners in identifying logical locations for investing in EV infrastructure. DVRPC will offer data and technical support to assist in funding applications and EVSE deployment plans. The project will promote federal, state, and utility funding programs for EVSE and support member governments and partners funding applications. This project supports both states' National Electric Vehicle Infrastructure (NEVI) deployment plans as well as the goals of the State of New Jersey P.L. 2019, c. 362, and PennDOT and PA DEP programs and policies that serve to increase electric vehicles including passenger vehicles, medium and heavy duty vehicles, and transit vehicles.

- Tasks: 1. Facilitate EV coordination and discussion among partner organizations within the region.
 2. Investigate and promote funding opportunities for EV fleet replacement and publicly accessible EVSE.
 3. Work with municipalities and counties to provide guidance on EVs through online municipal resource guides, workshops, technical assistance, and charging infrastructure analyses.
 4. Update and maintain the DVRPC EV webpages. Distill and streamline the webpages to reference NJ and PA state web resources.
 5. Use the available data to assist planning partners in identifying locations for public EVSE.
 6. Participate in relevant local, regional, state, and national efforts related to electric vehicles and electric vehicle charging, including work with PA DEP, PennDOT, NJ DEP, NJ DOT, and NJ BPU. Coordinate as needed with planning partners to share consistent messaging around EVs and EVSE adoption.
 7. Participate in conversations regarding implementation of the "Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding" signed by the governors of Pennsylvania and New Jersey.
 8. Work with both states to update electric vehicle registration data and make this data available for planning purposes.

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>
PRA	STU	75											
PRA	TOLL												
PRA	TOLL												
PRA	STU		75										
		75	75	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026			150	Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	BRIP												
CON	BRIP												
CON	BRIP												
CON	BRIP												
		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# 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

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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	<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	581					2,000									
		0	0	0	0	2,000	0	0	0	0	0	0	0		
		Total FY2023-2026				0	Total FY2027-2030				2,000	Total FY2031-2034			0

MPMS# 119299 *Carbon Reduction Program Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Jonathan Korus

CMP:

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.

Eligibility for projects funded by this funding source includes, but not limited to, establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energyefficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

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	CRPU			10,690										
CON	CRPU				10,904									
		0	0	10,690	10,904	0	0	0	0	0	0	0	0	
		Total FY2023-2026			21,594	Total FY2027-2030				0	Total FY2031-2034			0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119301 District 6-0 Systemwide Pedestrian Countdown Signals

LIMITS: Districtwide
IMPROVEMENT Bicycle/Pedestrian Improvement
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: Traff/A. Patel CMP:

NHPP:
FC:
Est Let Date: 9/14/2023
AQ Code:M6
IPD:

This project will implement a system wide safety improvement for vulnerable road users (VRUs) by implementing Pedestrian countdown timers. This will require several different tiered projects based on the level of effort to install PCTs. The complexity varies for each location.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	sHSIP	2,165											
CON	sHVRU		2,581										
		2,165	2,581	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		4,746		Total FY2027-2030			0	Total FY2031-2034			0

DVRPC FY2023-2026 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119483 CARS I 2 - SEPTA

New

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/E.Reagle

CMP:

SEPTA was awarded an FY 2022 FHWA Commuter Authority Rail Safety Improvements (CARS I) grant in the amount of \$15,000,000 requiring a state/local match of \$2,000,000. The project includes dynamic envelope marking improvements at 20 grade crossings and the installation of four-quadrant gates at 11 of those locations. The specific locations and improvements are listed below:

- Amosland Road Grade Crossing. Grade Crossing on Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Bishop Avenue Grade Crossing on the Lansdale-Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Byberry Road Grade Crossing. Grade Crossing on Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates.
- Church Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- County Line Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): – Quad-gates and pavement markings.
- Edgewood Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): – Pavement markings.
- Eulmor Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): - Quad-gates and pavement markings.
- Heacock Street Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Jenkintown Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Pavement markings.
- Meadowbrook Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Montgomery Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Moreland Avenue Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates.
- Mt. Pleasant Avenue Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Rydal Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Scotts Lane Grade Crossing on the Manayunk/Norristown Regional Rail Line – Safety Measure(s): Pavement markings.
- South Oak Avenue Grade Crossing on the Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- Tomlinson Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Township Line Road Grade Crossing on the West Trenton Regional Rail Line – Safety Measure(s): Pavement markings.
- Walnut Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Warminster Road Grade Crossing on the Warminster Regional Rail Line – Safety Measure(s): Quad-gates and pavement markings.
- West 7th Street Grade Crossing on the Lansdale/Doylestown Regional Rail Line – Safety Measure(s): Pavement markings.
- Wycombe Avenue Grade Crossing on the Media/Elwyn Regional Rail Line – Safety Measure(s): Quad-gate and pavement markings.

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PE	SXF	3,441											
CON	SXF		11,559										
		3,441	11,559	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		15,000		Total FY2027-2030		0		Total FY2031-2034		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119495Carbon Reduction Program UPWP

LIMITS: DistrictwideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:X1

PROJECT MANAGER: Jim MoscaIPD:

CMP:

The Carbon Reduction Program (CRP) created under the BIL aims to reduce transportation greenhouse gas emissions by funding projects designed to reduce transportation emissions. The CRP will provide approximately \$52 million and \$31 million in funding annually to Pennsylvania and New Jersey respectively for fiscal years 2022-2026. Funds will be distributed across each state according to formulas set in the BIL. Under the program, state DOTs are required to develop a statewide Carbon Reduction Strategy in consultation with MPOs by November 15, 2023. The purpose of the Carbon Reduction Strategy is to identify and prioritize projects and strategies to reduce transportation-related greenhouse gas emissions and inform the distribution of CRP funds. Broadly speaking, eligible CRP activities include projects and strategies that facilitate the use of single-occupancy vehicle (SOV) alternatives such as public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips; facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled (i.e., EVs, etc.); and facilitate approaches to reduce emissions from the construction of transportation assets.

This project will develop an overall approach to, and identify priorities for, CRP funding in consultation with PennDOT and NJDOT. Staff will provide outreach toward traditional regional transportation planning partners, and focus additional outreach to traditionally underserved and underrepresented populations in transportation planning, such as minority and low-income populations that face challenges engaging with the transportation planning process. This engagement will assist with the identification of projects and strategies that support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in this program and others are distributed to disadvantaged communities. Other considerations include how CRP funds can be used in conjunction with (or flexed to) other Federal-aid apportioned programs with similar goals, such as CMAQ, to create appropriately scaled funding awards that meaningfully reduce carbon while achieving other regional planning goals.

Through tasks outlined in this project area, staff will develop a regional Carbon Reduction Strategy supportive to both Pennsylvania and New Jersey's statewide Carbon Reduction Strategies. Given the limited amount of funding available, an important outcome of this effort will be to achieve some level of regional consensus on priority project categories and/or project types for funding. For example, the region may choose to prioritize specific shared priorities such as continued development of the regional sidewalk maintenance and street tree planting program, the expansion of EV charging infrastructure, or completion of transportation-focused bicycle infrastructure priority projects, among other projects.

TIP Program Years (\$ 000)													
Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	CRPU	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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119558 *Chester and Delaware Counties ADA Ramps*

LIMITS:

NHPP:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

MUNICIPALITIES:

IPD:

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga CMP:

The Chester and Delaware Counties ADA Ramps project will repair or reconstruct damaged ADA ramps across the two counties. Some of the intersections identified as receiving repairs or reconstructions are in Delaware County along Chester Road, New Middletown Road, Darby Road, Sproul Road, Chichester Avenue, and Lancaster Avenue, as well as in Chester County along Street Road and Birmingham Road, among other projects.

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	CRPU	600												
CON	CRPU	5,411												
CON	CRPU		1,589											
		6,011	1,589	0	0	0	0	0	0	0	0	0	0	
		Total FY2023-2026		7,600		Total FY2027-2030				Total FY2031-2034				0

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119793 Technical Assistance - TASA 2023-2024

LIMITS:

IMPROVEMENT Other

NHPP:

No Let Date

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Jim Mosca

CMP:

The IJA allows 5% of statewide Transportation Alternatives Set-Aside (TASA) funding to be dedicated to providing technical assistance (TA) for TASA projects. DVRPC recognizes the importance, value and need for more TA to build a strong, viable pipeline of TASA eligible projects, particularly in Justice 40 communities; to accelerate completion of the Circuit; and to effectively manage projects post-award. DVRPC coordinated with southeastern Pennsylvania partners including PennDOT District 6 and Bucks, Chester, Delaware, Montgomery and Philadelphia counties to identify an appropriate strategy for technical assistance for TASA for our region. This strategy requests funding from PennDOT's statewide allocation of TASA funds to support an on-retainer consultant for TASA engineering and planning services and to hire a new Project Implementation Engineer, for these tasks:

1. Consultant on Retainer for TASA engineering and planning services for pre-design activities (ROW, environmental clearances, developing credible cost estimates) to get good projects across the region ready for applications. Activities could include, but are not limited to:

Development of detail cost estimates

ROW deed or title investigations to support project sponsor ROW negotiations.

Detailed environmental input pertaining to Historic Properties, Permitting, Archeology, or any NEPA support.

Marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.

2. New DVRPC Project Implementation Engineer to join the Project Implementation team. Hiring an additional Project Implementation Engineer team member will allow the team to expand their work with project sponsors to develop stronger projects up front, provide attention and assistance to Justice40 communities, and to manage post grant awards. Specifically, the funding will support these TASA tasks:

Coordinate with partners across the region to identify good projects to advance, with a particular focus on Justice40 communities

Assist with the marketing of the TASA program to Justice40 communities, and all potential TASA project sponsors in our region.

Work with DVRPC staff and County Planners to identify specific TASA projects in our region to support TASA applications.

Meet with potential project sponsors in our region to ensure compliance with Justice40.

Help project sponsors understand and strategize for funding the pre-construction phases of the design development process.

Identify and revise project scope as needed in order to advance through the requirements for PennDOT's Policies and Procedures.

Support the advancement of projects and project concepts by local project sponsors to submit applications to the TASA funding cycle

Help sponsors follow federal rules and delivery requirements post award

Craft an RFP, conduct a competitive solicitation process, procure the consultant, and administer the contract

Oversee the consultants milestones and deliverables

Help interface between the consultant and project sponsors, prioritize needed tasks, and convene regular progress meetings

Products:

1. Marketing and outreach materials for the TASA program
2. Lists of municipalities, including Justice40 communities, with candidate projects
3. Support for project applications to the TASA program
4. Materials needed for the procurement process to bring a consultant on retainer for TASA program assistance.
5. Meeting minutes from coordination with member governments and project Sponsors

TIP Program Years (\$ 000)

Phase	Fund	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	TAP	450											
PRA	TAP		450										
		450	450	0	0	0	0	0	0	0	0	0	0
		Total FY2023-2026		900		Total FY2027-2030		0		Total FY2031-2034		0	