

Chapter 6:

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP document does not contain printed static maps, except those in Appendix E: Title VI and Community Impact Analysis. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, via Eco-Interactive, at www.dvrpc.org/TIP (or www.dvrpc.org/TIP/Draft), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (GIS) is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These Unmapped projects can be viewed as a table, within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by County, Project Type, Sponsor Agency, and Funding Source. Many of the GIS data layers used in the TIP Web Search Tool are available to download from DVRPC's [Data Center](#).

DVRPC Regional Highway and Transit Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT BPT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA-funded projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, and ; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT BPT, and SEPTA.

Within each county grouping, individual FHWA-funded and FTA-funded projects are listed numerically by PennDOT ID number (MPMS). Each project listing provides information on total program period cost, cost by FFY, phase of work, and funding source. Costs are shown in whole dollars. Also included are project location, project description, and air quality code.

Note that all projects within the First-Four Years (FFY27–FFY30) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 12-year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more

realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FFY27–FFY30) also have phases (such as Construction) that may be between LFY31 and LFY38. This 12–year constrained programming horizon is illustrated on the project listings within the TIP document.