

# PENN'S LANDING REDEVELOPMENT



DELAWARE VALLEY REGIONAL  
PLANNING COMMISSION

12 NOVEMBER 2014





# PENN'S LANDING TODAY







# EXISTING CONDITIONS







# EXISTING CONDITIONS







# MAINTENANCE OF EXISTING BRIDGE STRUCTURES

IN CONSTANT 2014 \$



DESCRIPTION	TOTAL COST
Remove Landscape/Hardscape	\$558,000
Deck (Leave Framing)	\$2,232,000
Foundation Repairs/Allowance	\$1,572,500
Repair Existing Beams/Allowance	\$5,580,000
New Deck on Existing Beams	\$12,555,000
Replace Hardscaping	\$3,906,000
Replace Landscaping	\$3,348,000
<b>Subtotal</b>	<b>\$29,751,500</b>
General Conditions/O.H.&P. (15%)	\$4,462,500
Performance Bond (1.0%)	\$342,000
Contingency (20%)	\$6,911,000
<b>Total Construction</b>	<b>\$41,467,000</b>
Soft Costs (20%)	\$8,293,000
<b>Total Project Costs</b>	<b>\$49,760,000</b>

Cost estimates from Becker & Frondorf





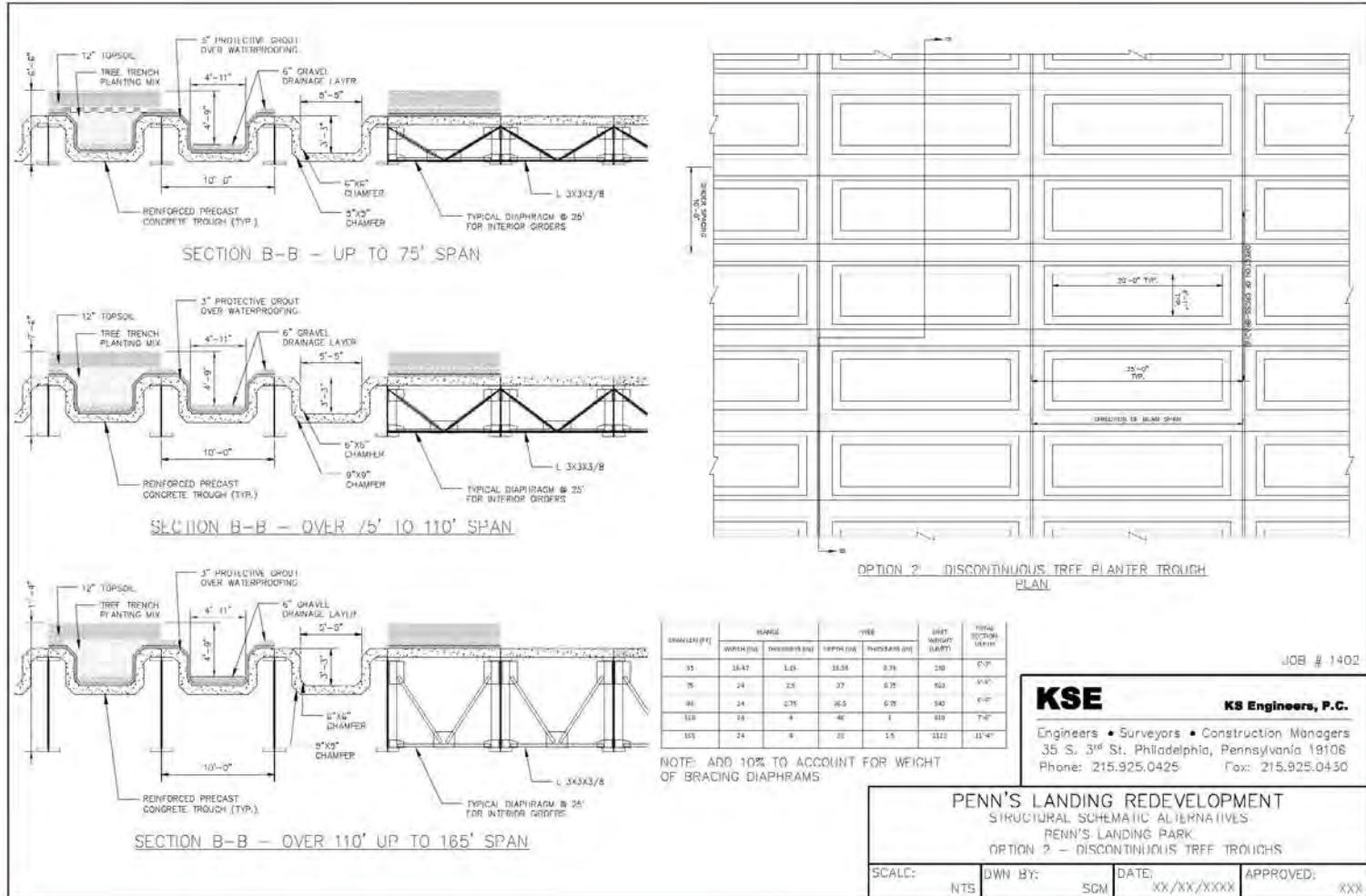
# RE-CONSTRUCTED BRIDGE CONCEPT







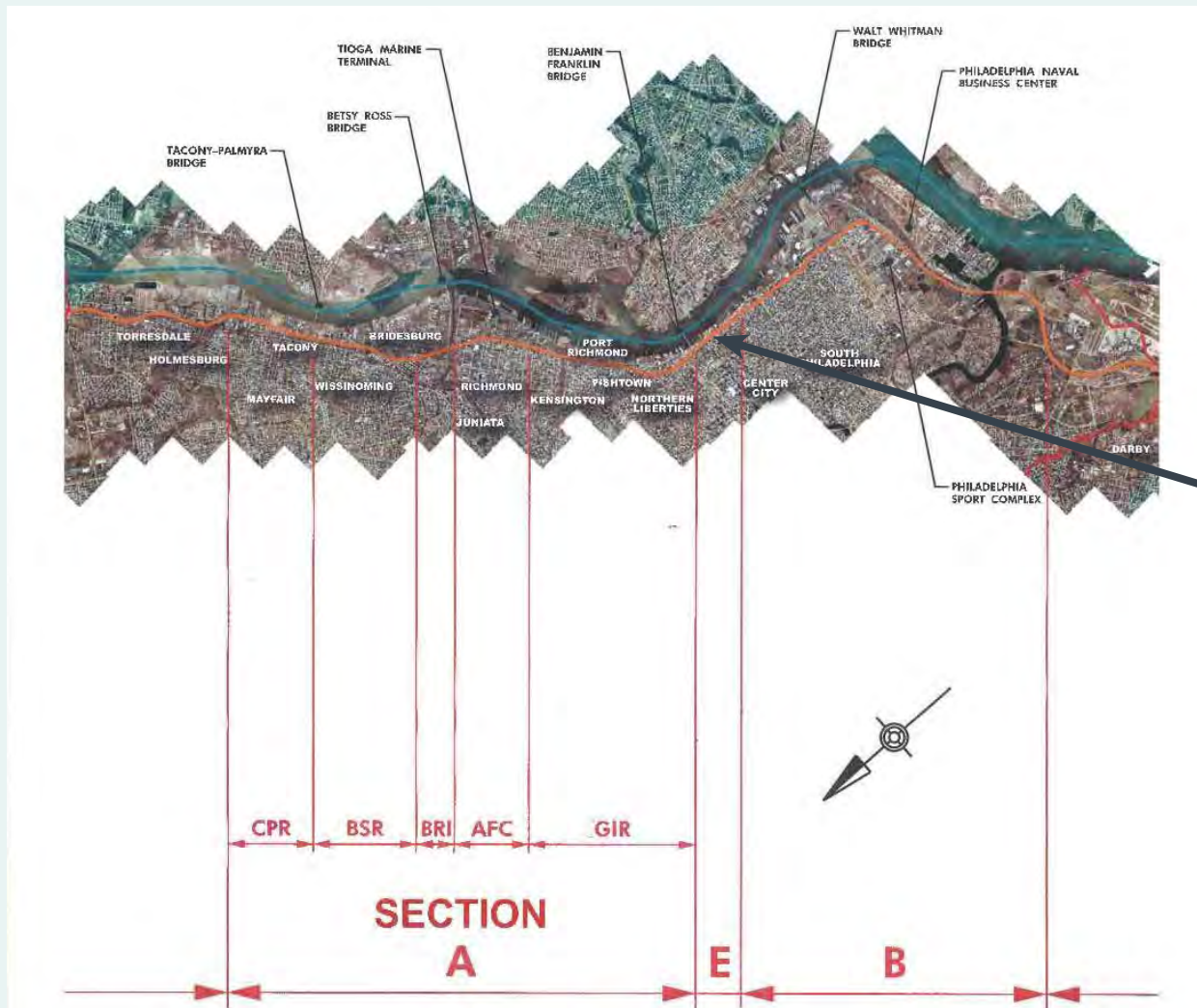
# RE-CONSTRUCTED BRIDGE CONCEPT







# I-95 RECONSTRUCTION

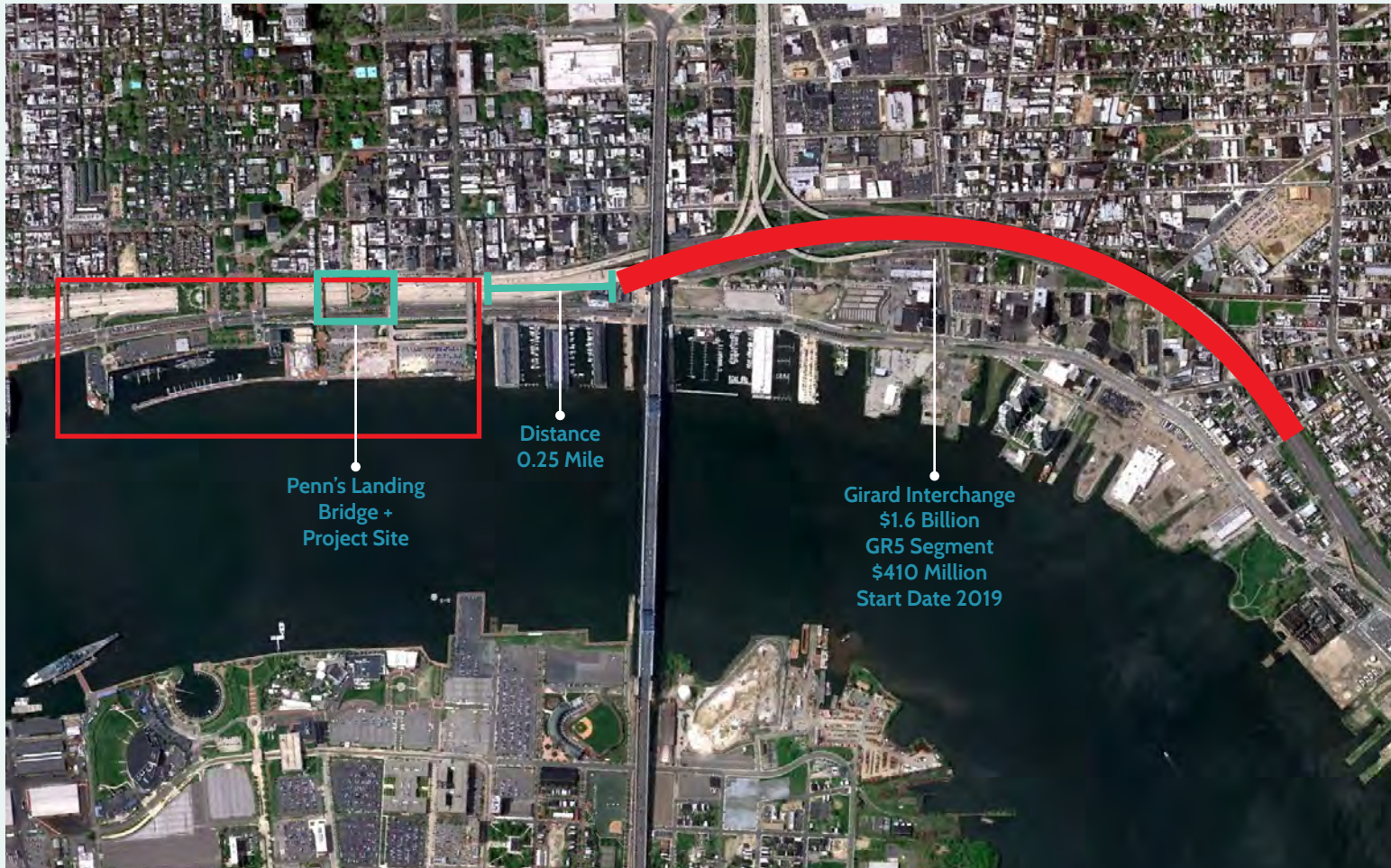


Penn's Landing Bridge + Project Site [Section E]





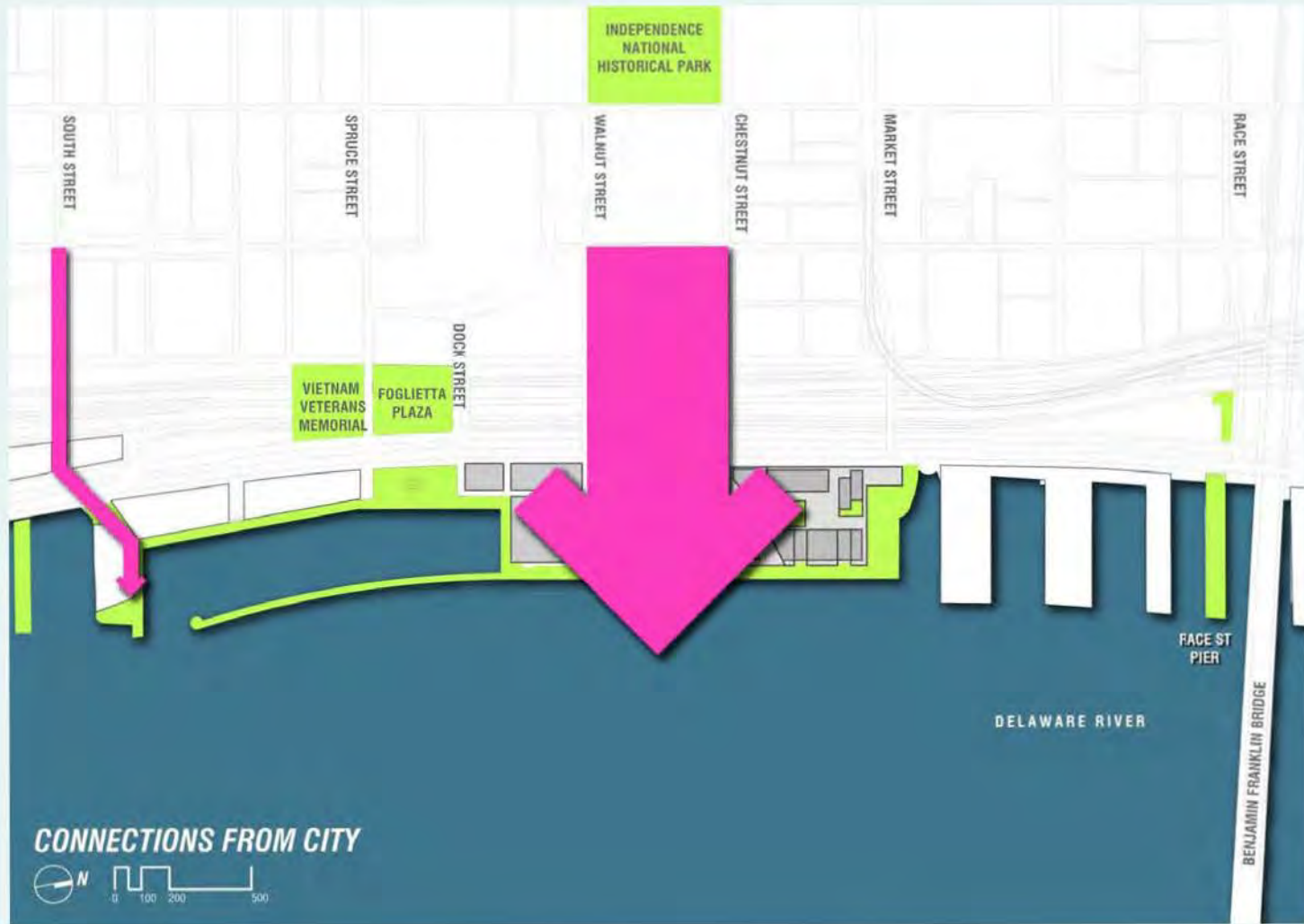
# I-95 RECONSTRUCTION + PENN'S LANDING







# TRANSPORTATION OBJECTIVE: IMPROVE WATERFRONT ACCESS





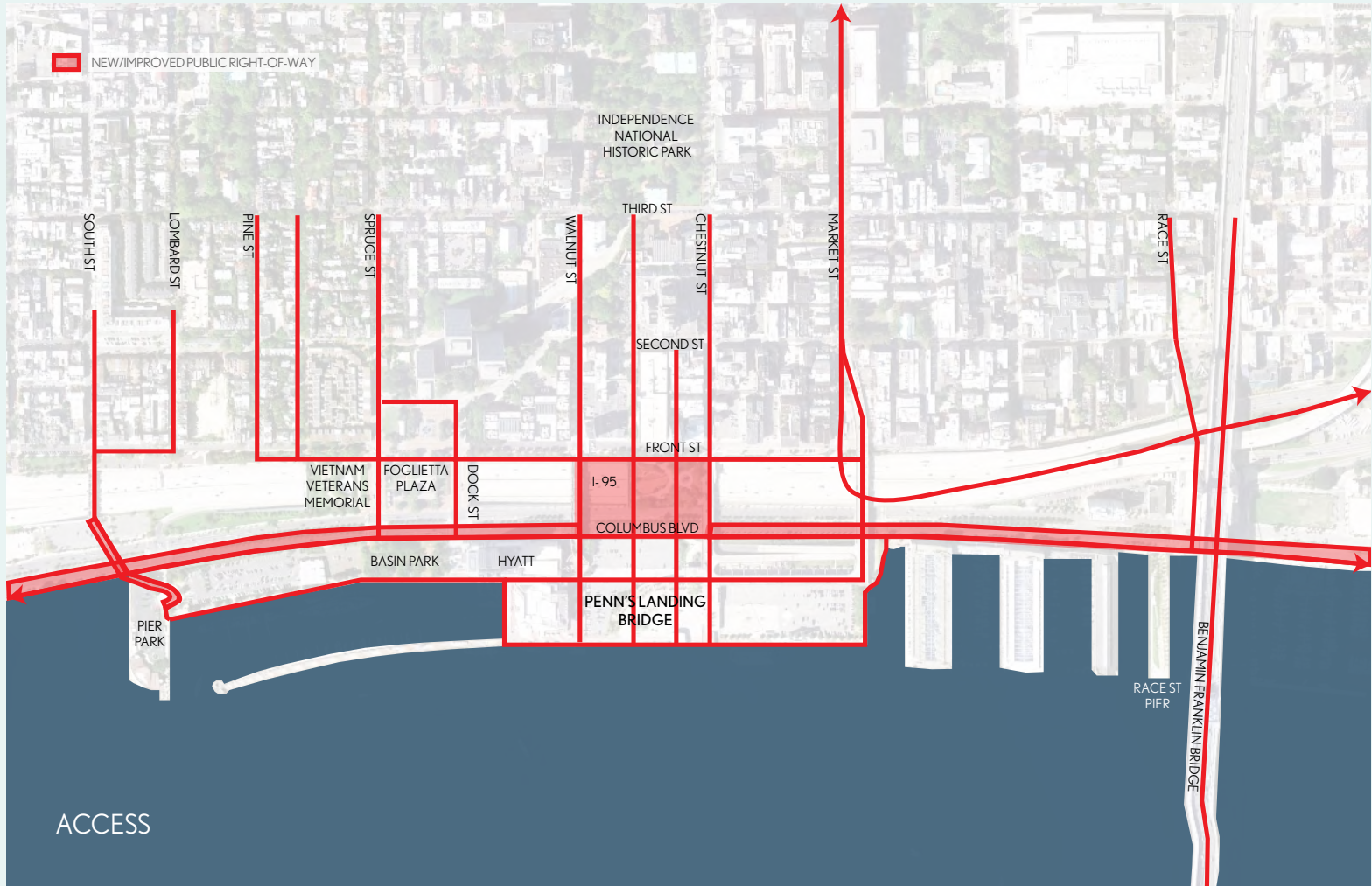
# TRANSPORTATION OBJECTIVE: IMPROVE CONNECTIVITY





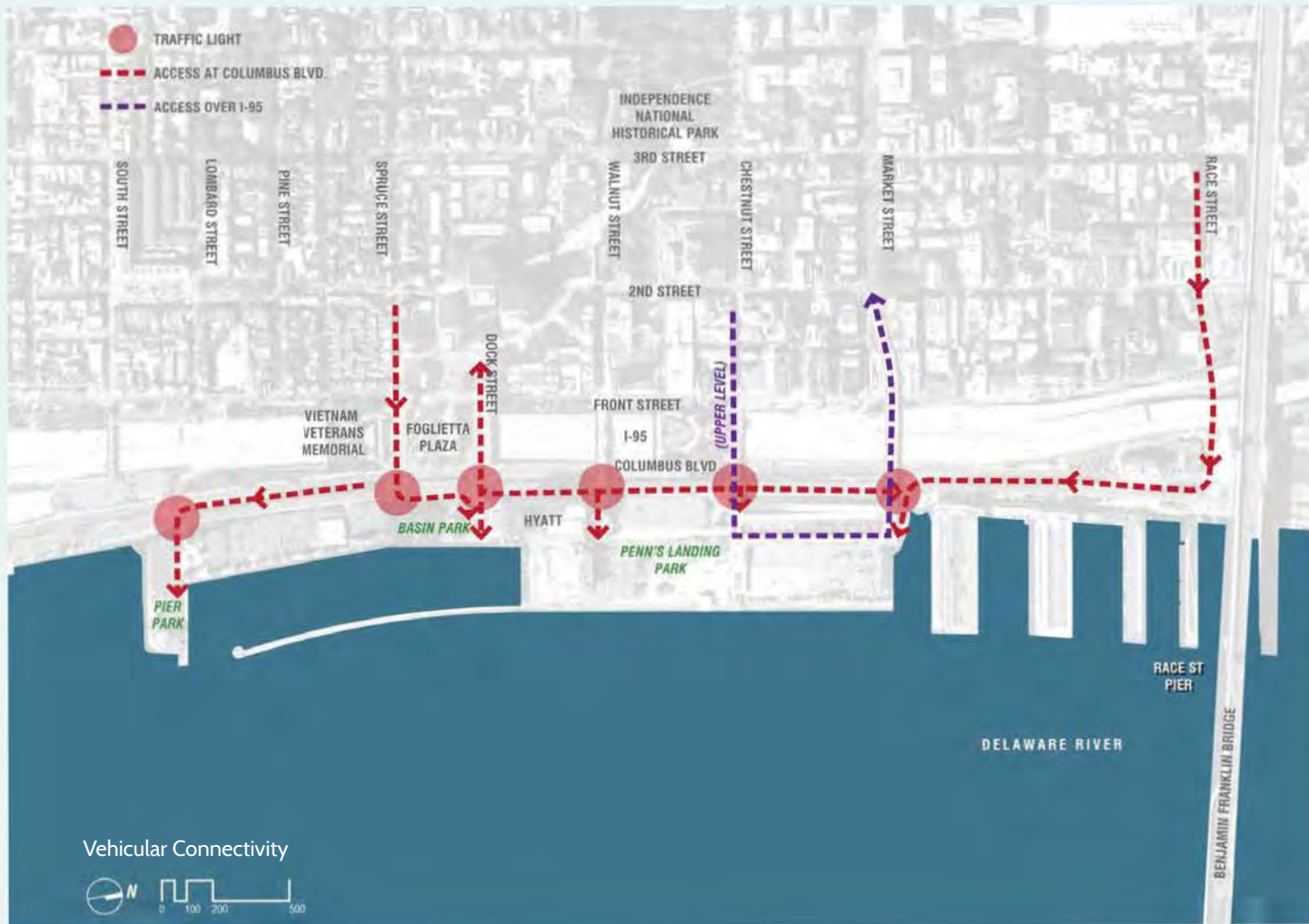


# TRANSPORTATION CONNECTIVITY





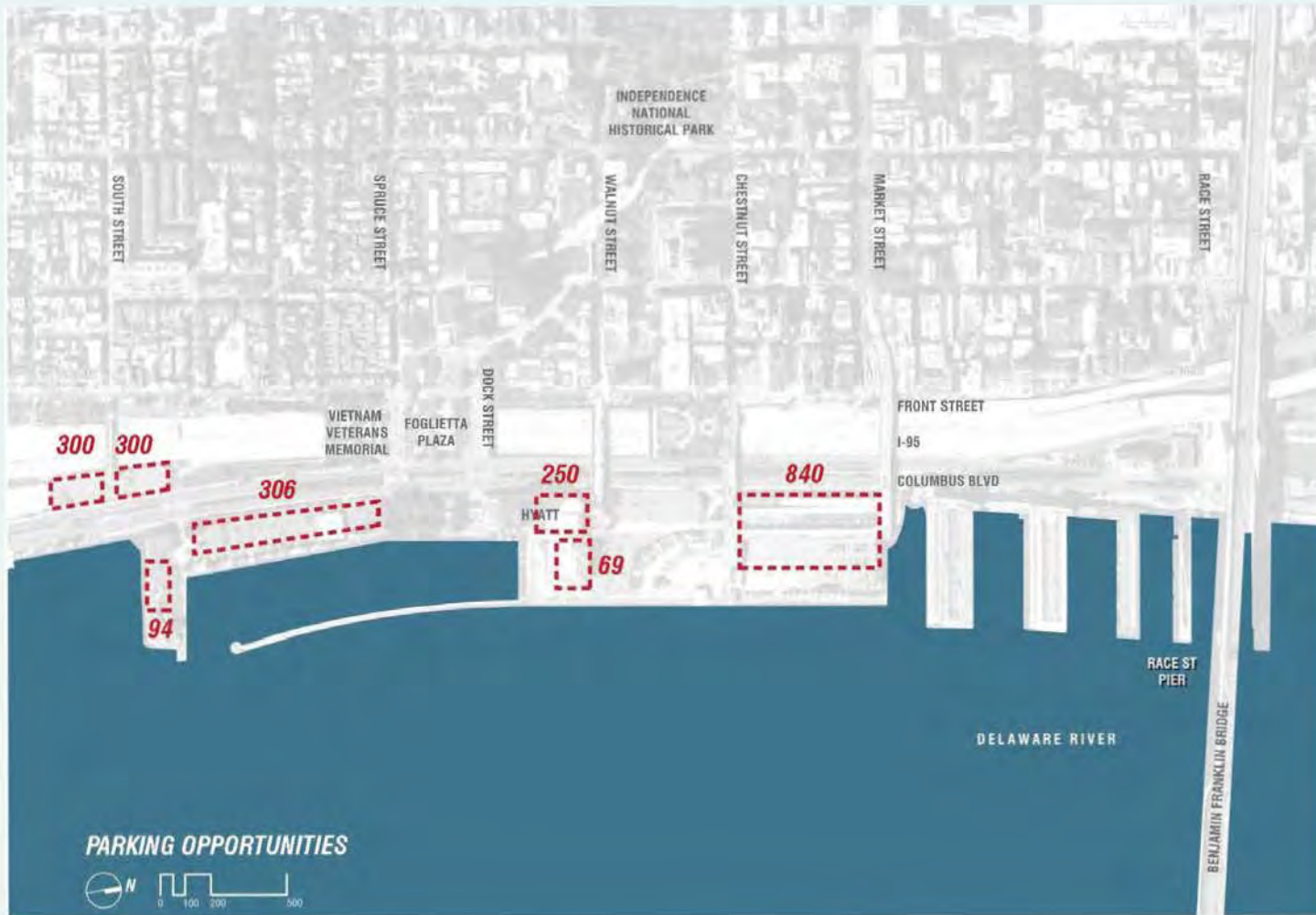
# CONNECTIVITY: VEHICULAR





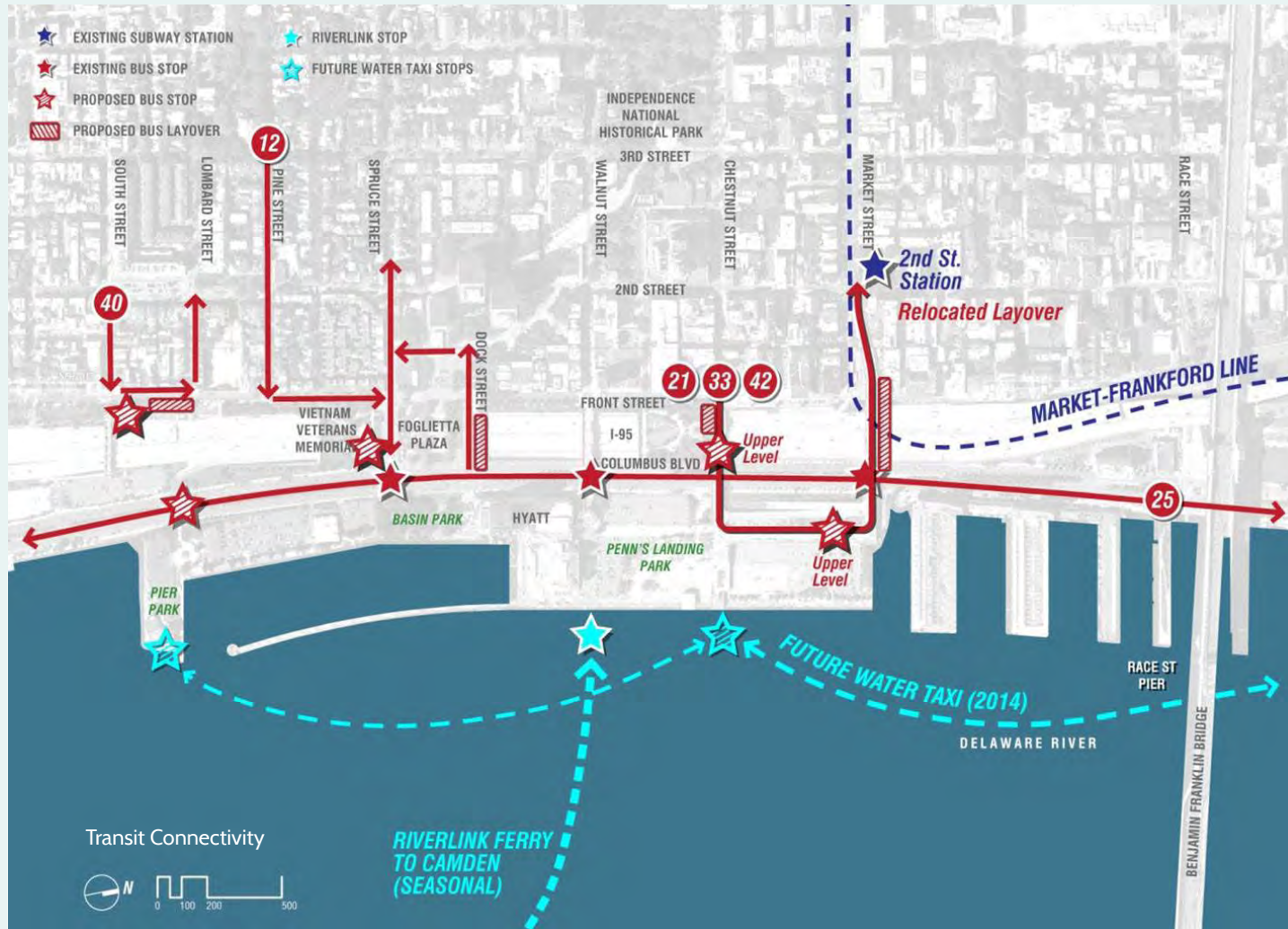


# CONNECTIVITY: PARKING





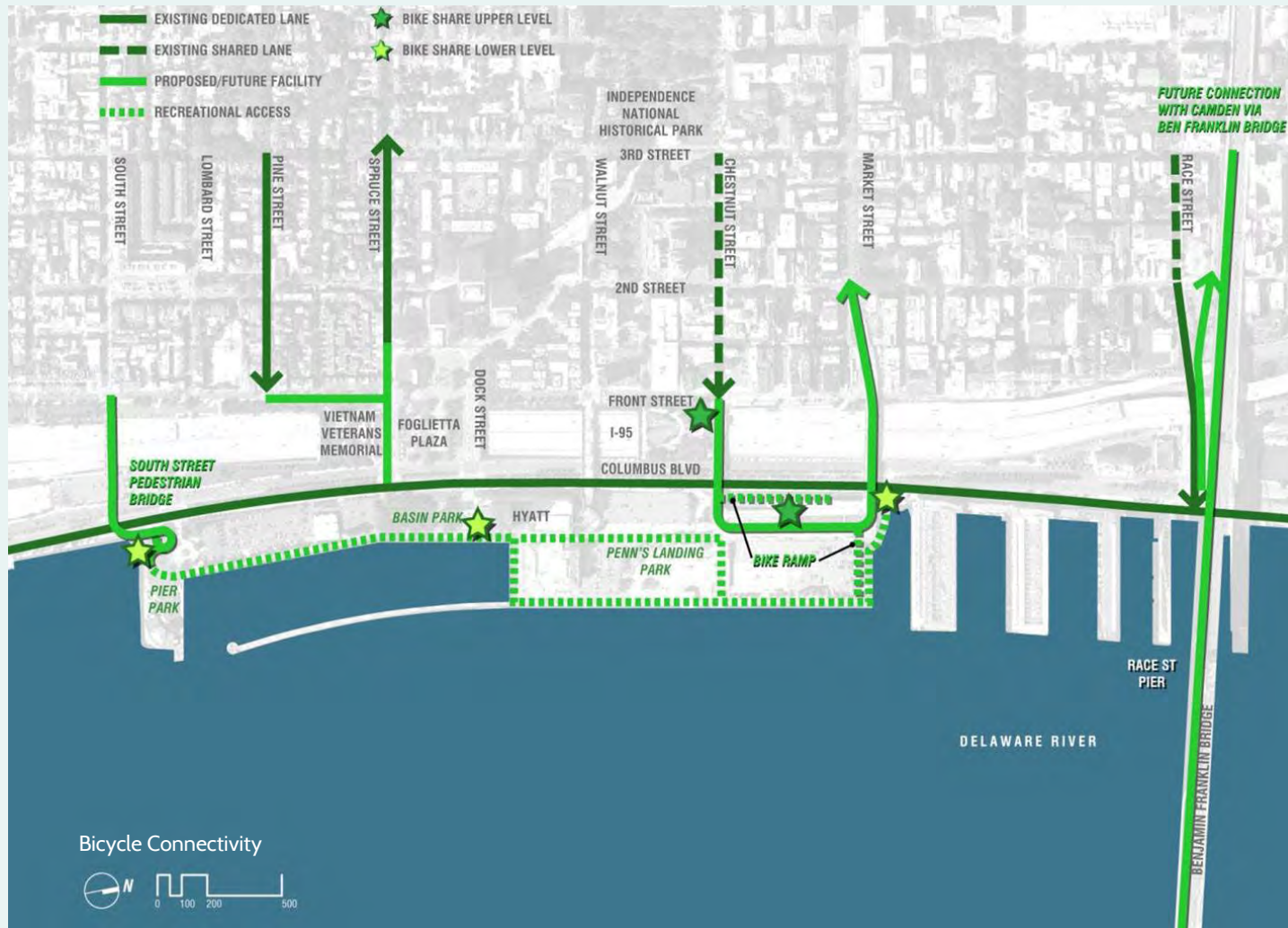
# CONNECTIVITY: TRANSIT





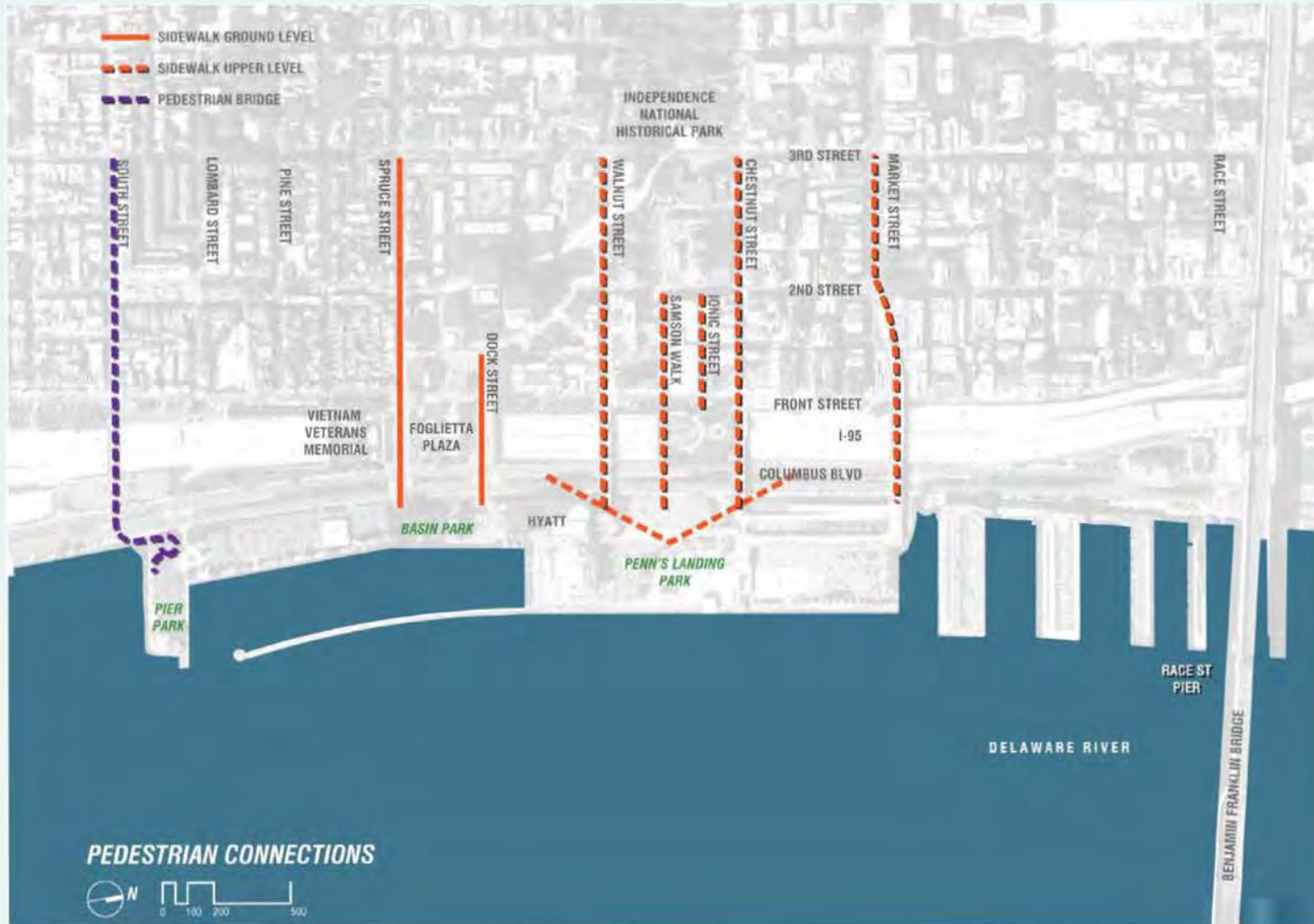


# CONNECTIVITY: BICYCLE





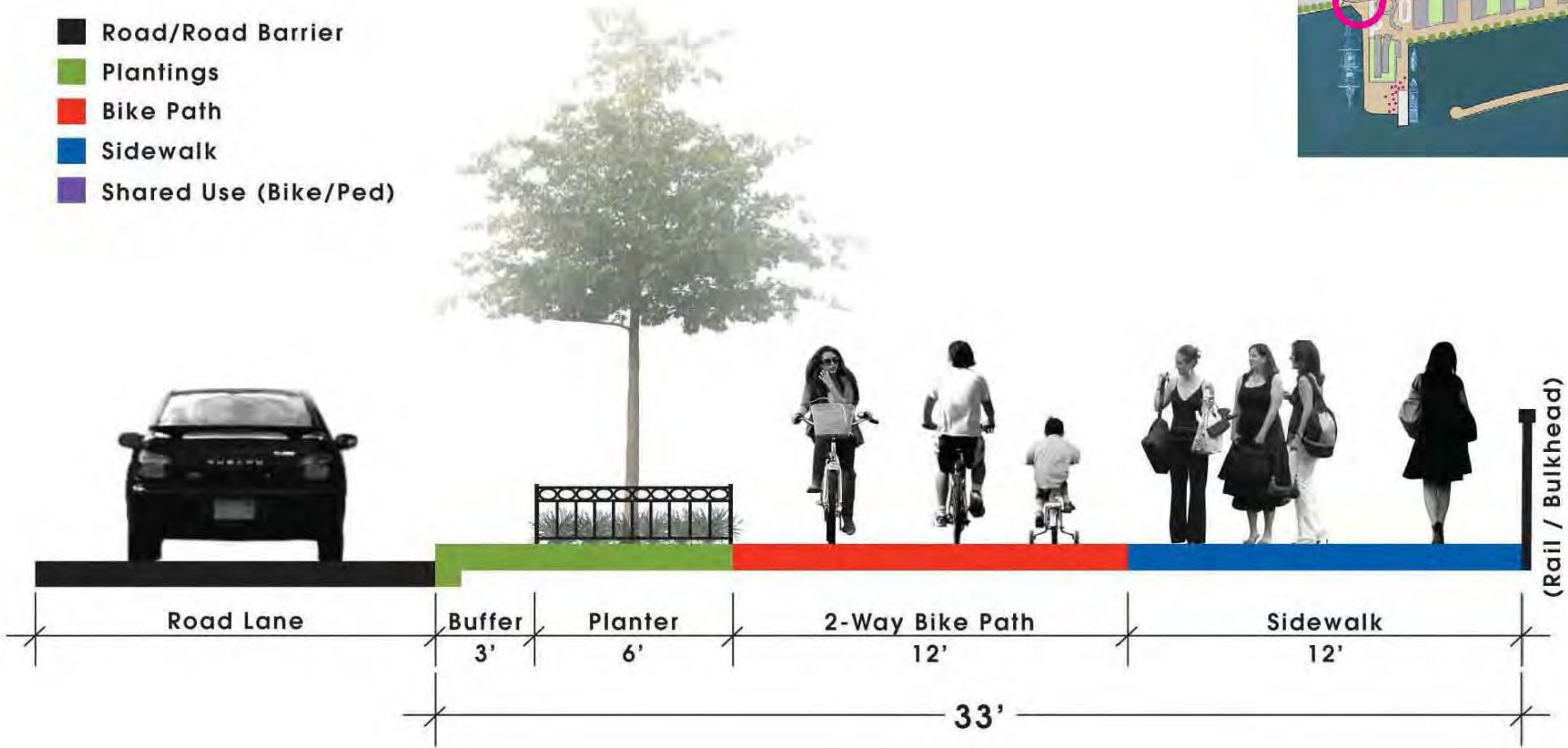
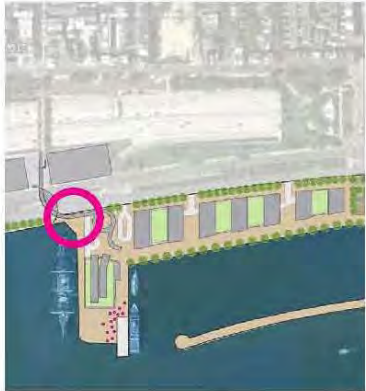
# CONNECTIVITY: PEDESTRIANS







- Road/Road Barrier
- Plantings
- Bike Path
- Sidewalk
- Shared Use (Bike/Ped)







© Hargreaves Associates





# OPEN SPACE & PRIVATE DEVELOPMENT





















Overall Impact: Transportation Improvements, Open Space Creation, and Private Development Opportunities





# PROJECT COST



Penn's Landing Bridge



Delaware River Trail



South Street Pedestrian Bridge

DESCRIPTION	TOTAL COST
<b>Penn's Landing Bridge</b>	
Demolition	\$8,200,000
Foundation, Framing & Structure	\$80,250,000
Hardscape	\$16,500,000
Concession & Park Amenities	\$7,800,000
Landscaping	\$6,300,000
<b>South Street Bridge Extension</b>	\$14,250,000
<b>Multi-Use Trail (LF Cost)</b>	\$10,000,000
<b>Subtotal</b>	<b>\$143,300,000</b>
General Conditions/O.H.&P. (15%)	\$21,495,000
Performance Bond (1.0%)	\$1,433,000
Contingency (20%)	\$28,660,000
<b>Total Construction</b>	<b>\$194,888,000</b>
Soft Costs (per architect) (20%)	\$38,977,600
Reserve for Scope Change	\$16,134,400
<b>Total Project Costs</b>	<b>\$250,000,000</b>

Cost estimates from Becker & Frondorf

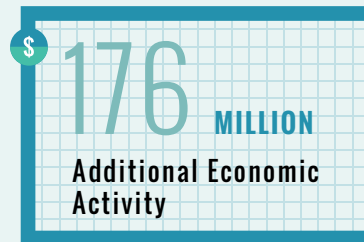
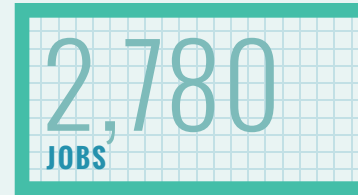




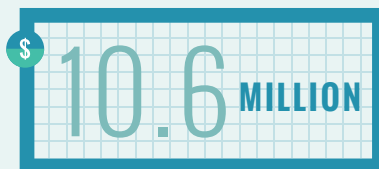
# ONE-TIME IMPACT OF PROJECT CONSTRUCTION

In 2014 Constant \$

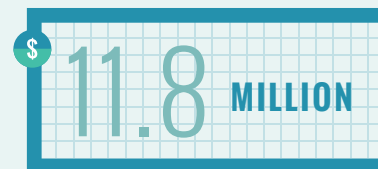
## economic impact



## fiscal impact



One-Time City  
Tax Revenues



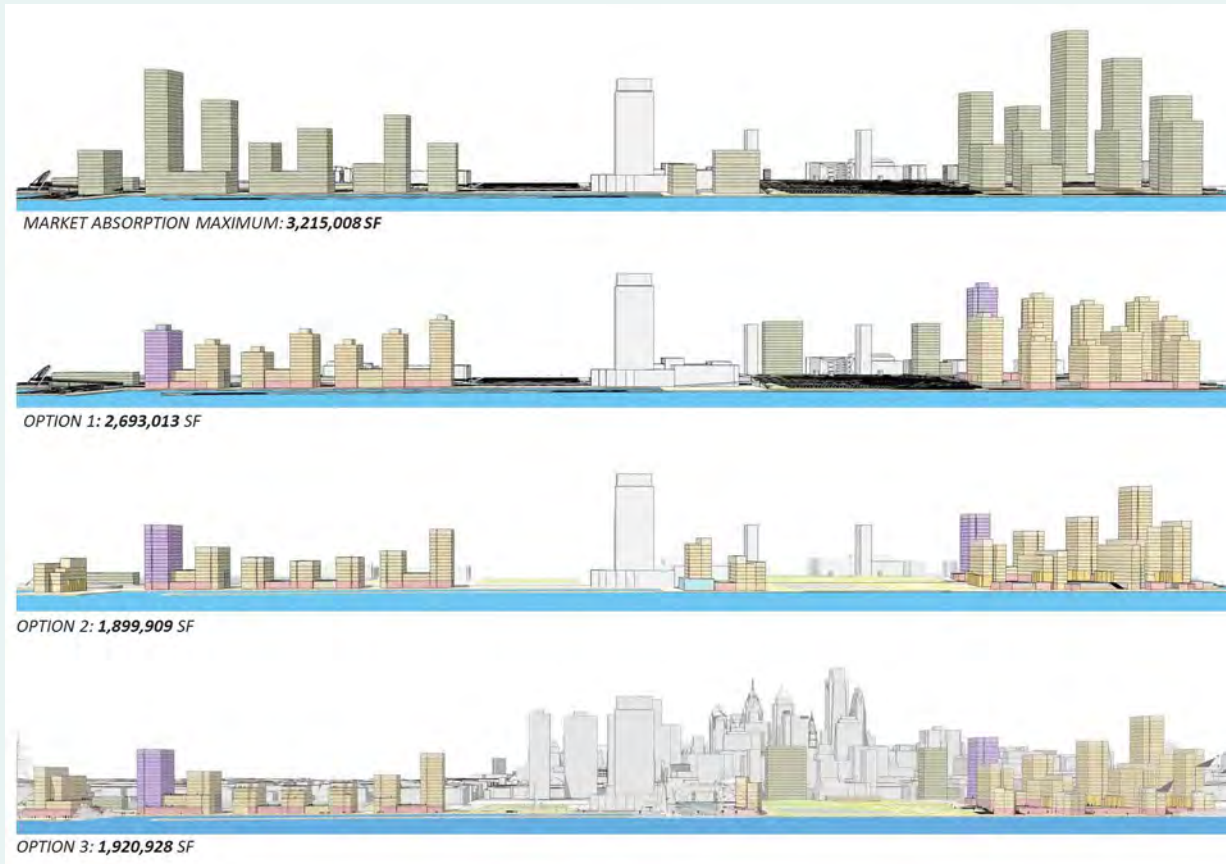
One-Time Commonwealth  
Tax Revenues



An investment of **\$250 million** into the construction of the Penn's Landing Bridge, the Delaware River Trail, and the South Street Pedestrian Bridge will lead to the one-time creation of **2,780** new construction jobs and **\$176 million** in additional economic activity in the area. It will also lead to the one-time addition of **\$10.6 million** in City tax revenue and **\$11.8 million** in Commonwealth tax revenue.



# PRIVATE DEVELOPMENT



Market analysis of the City of Philadelphia and its region indicates Penn's Landing could absorb as much as 3.215 million square feet of new development over twenty years. To model the economic impact of the proposed improvements, DRWC used a more conservative estimate of close to 2 million square feet (option 3 above).

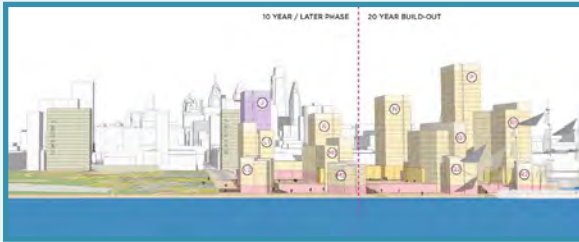




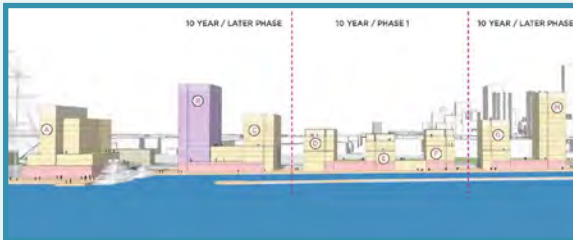
# PRIVATE DEVELOPMENT

IN CONSTANT 2014 \$

## market street site



## marina basin site



## front street soft sites



1,880  
RESIDENTIAL UNITS

750  
HOTEL ROOMS

107,500  
SQ FT OF RETAIL SPACE

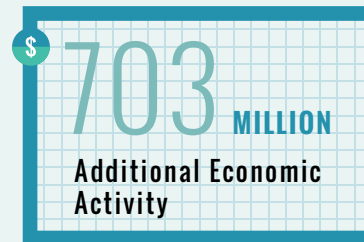
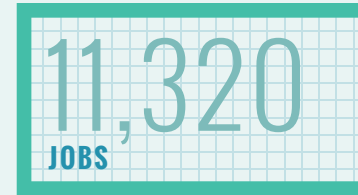
\$  
706  
MILLION



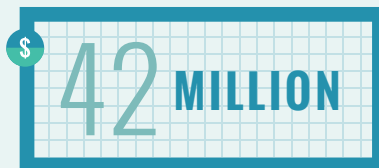
# ONE-TIME IMPACT OF PROJECT AND PRIVATE DEVELOPMENT CONSTRUCTION

In 2014 Constant \$

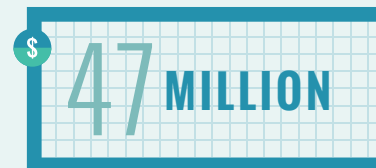
## economic impact



## fiscal impact



One-Time City  
Tax Revenues



One-Time Commonwealth  
Tax Revenues



Taken together, the construction of the infrastructure improvements (highway bridge, park, trail, and pedestrian bridge) and the construction of the private development sites (at Market Street and Marina Basin) will yield a **\$956 million** investment that will create **11,320** new jobs and **\$703 million** in additional economic activity. It is estimated that the one-time fiscal impact of construction will be **\$42 million** in City tax revenues and **\$47 million** in Commonwealth tax revenues.





# OVERALL FISCAL IMPACT

## To The City

\$ 403 MILLION

## To The Commonwealth

\$ 231 MILLION

## To The School District

\$ 118 MILLION



\$ 752  
MILLION  
(In 2014 \$)

\$ 1.6  
BILLION  
(In Actual \$)



In today's dollars, the cumulative impact of the project over a 40-year period will be **\$403 million** additional tax revenues to the City of Philadelphia, **\$231 million** additional tax revenues to the commonwealth of Pennsylvania, and **\$118 million** additional tax revenues to the School District of Philadelphia. In real dollars, the realization of the project and resultant development is expected to yield **\$1.6 billion** in revenue.



# ON-GOING FISCAL IMPACT

## To The City



## To The Commonwealth



## To The School District



Once full buildout of development has occurred, Econsult Solutions estimates that **\$45 million** additional tax revenues will be generated annually for the City of Philadelphia, **\$21 million** additional tax revenues will be generated annually for the Commonwealth of Pennsylvania, and **\$18 million** additional tax revenues will be generated annually for the school district of Philadelphia.



# PENN'S LANDING REDEVELOPMENT





SEPTEMBER 2014

# GREENER PASTURES FOR NEW FARMERS

A LOOK AT FINANCIAL & TECHNICAL ASSISTANCE  
FOR BEGINNING FARMERS IN GREATER PHILADELPHIA

AMY VERBOFSKY,  
*Planning Associate, DVRPC*

ALISON HASTINGS,  
*Manager of Strategic Partnerships, DVRPC*

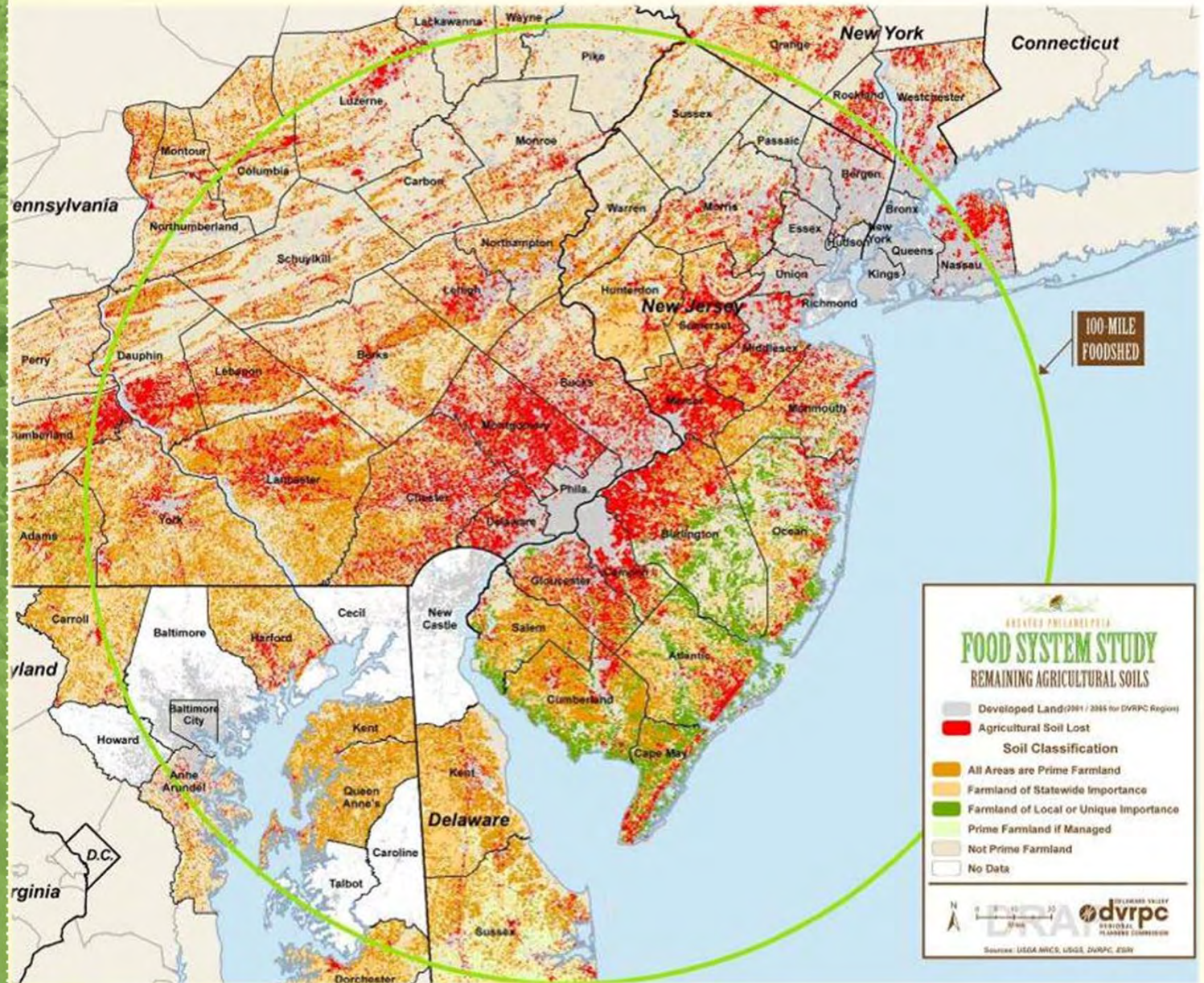


[www.dvrpc.org/food/GreenerPastures](http://www.dvrpc.org/food/GreenerPastures)



# Greater Philadelphia Foodshed

37% of undeveloped land is considered to be important agricultural soils.







## Greater Philadelphia is heartland of farmland preservation

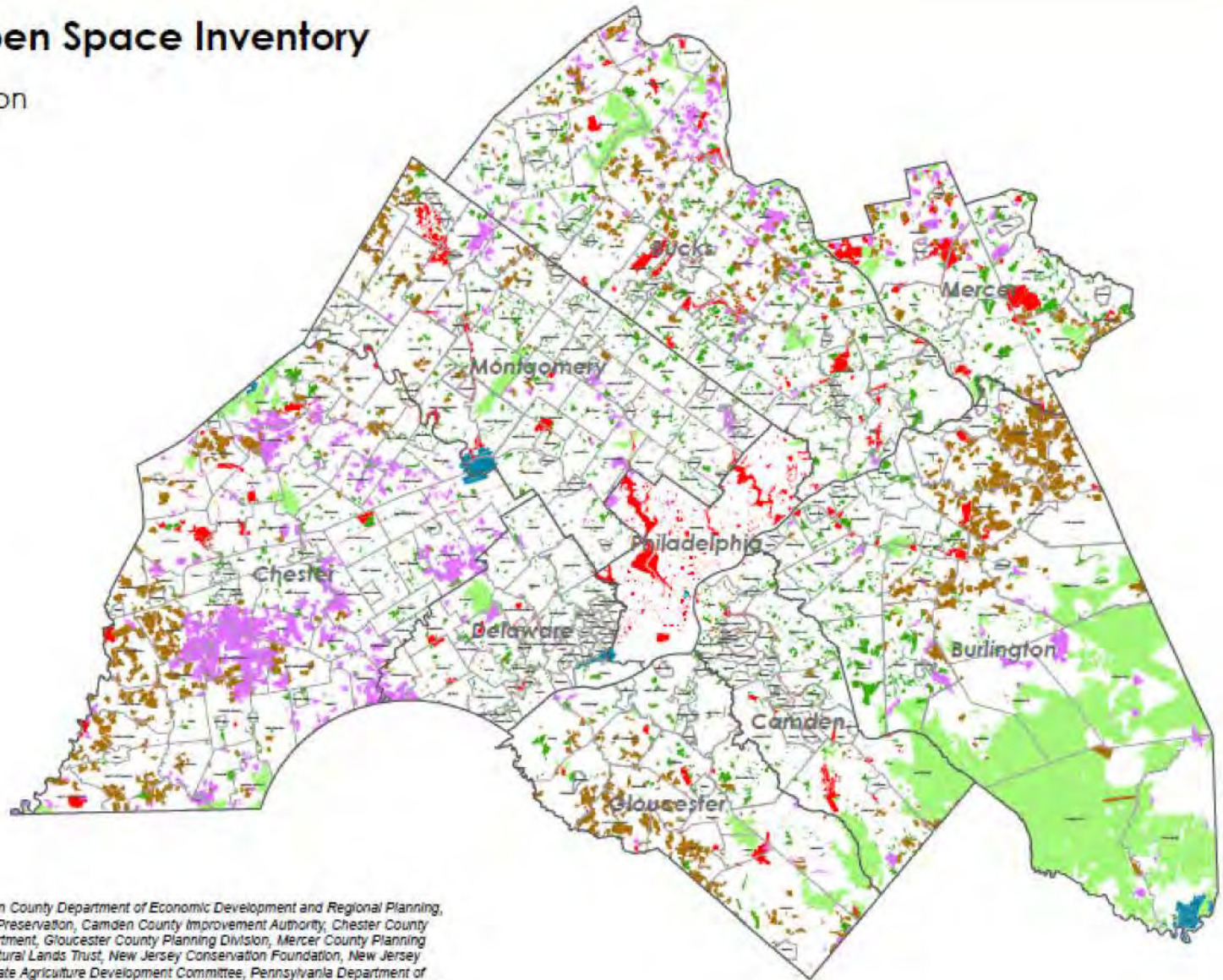
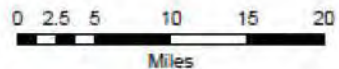
- NJ Farmland Program (1983) – 2<sup>nd</sup> oldest state program in country
- Burlington County Program (1985)
- PA Farmland Program (1988/1989) – state to preserve the most acres in the country
- Chester County Program (1989)
- Lancaster County (1980) – county to preserve the most acres in the country



# 2011 Protected Open Space Inventory

Nine-County DVRPC Region

- Federal
- State
- County
- Municipal
- Nonprofit
- Preserved Farmland
- County Boundaries
- Municipal Boundaries



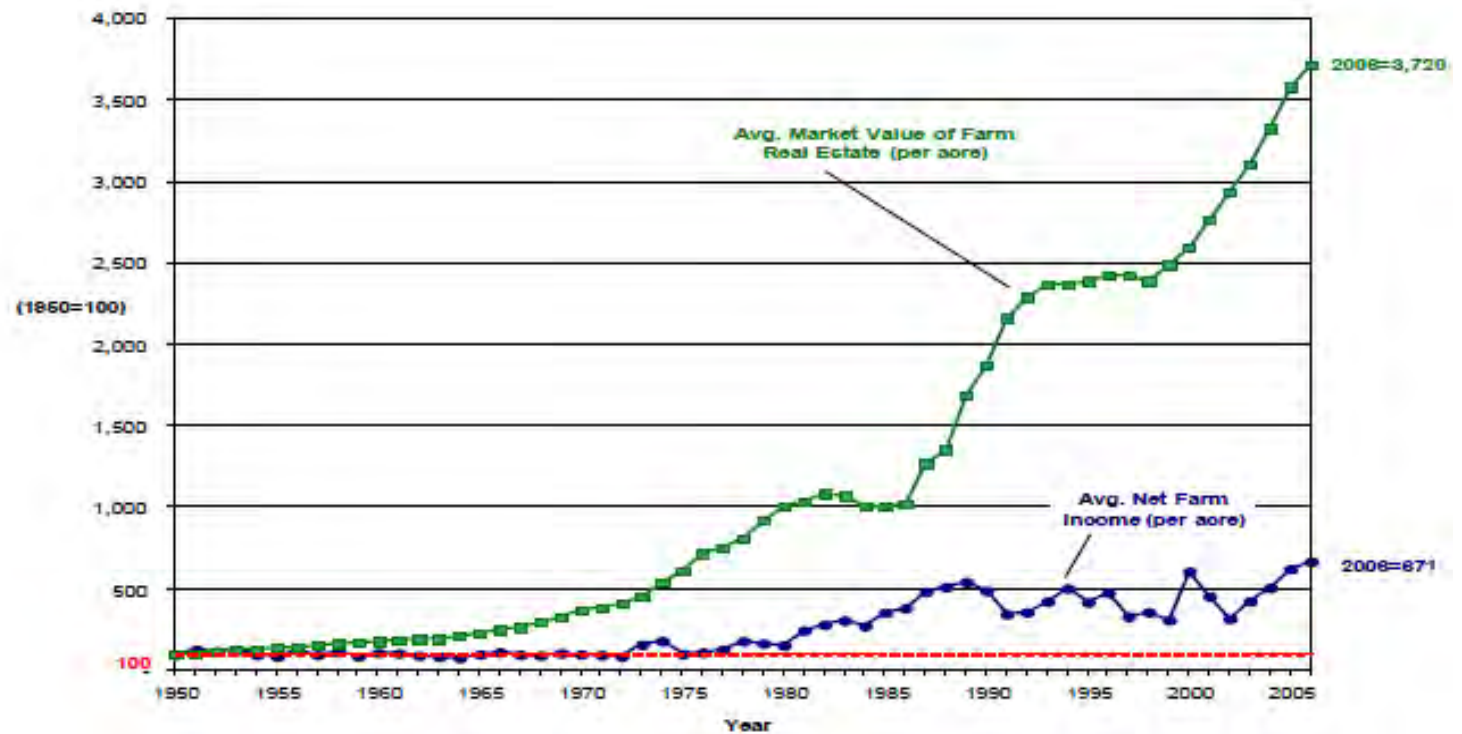
Sources: Bucks County Planning Commission, Burlington County Department of Economic Development and Regional Planning, Camden County Division of Open Space and Farmland Preservation, Camden County Improvement Authority, Chester County Planning Commission, Delaware County Planning Department, Gloucester County Planning Division, Mercer County Planning Division, Montgomery County Planning Commission, Natural Lands Trust, New Jersey Conservation Foundation, New Jersey Department of Environmental Protection, New Jersey State Agriculture Development Committee, Pennsylvania Department of Conservation and Natural Resources, Philadelphia City Planning Commission, Philadelphia Department of Parks and Recreation



# Farmland appreciation far outpaces net income per acre

Value of Land vs.  
Net Farm income  
(per acre)

Source: USDA,  
ERS;  
Prof. Schilling,  
Rutgers Univ.





# Why Should We Care About the Next Generation of Farmers?

- Aging Farmers
- Decrease in mid-sized farms (more small farms, more large farms, losing “ag in the middle”)
- Food production is land intensive; land is expensive; land is a major farm asset
- Who’s going to farm all of this preserved land?



*Source: Flickr  
User Marci  
Green*

# Who is a Beginning Farmer ?

USDA defines beginning farmers and ranchers as those who have operated a farm or ranch as the principal operator for 10 years or fewer.

- **22** - % of all US farms operated by beginning farmers
- **49** - Ave. Age of a farmer that started farming between 1998 and 2007 (survey period)
- **174** - Ave. number of acres owned by beginning farmers
- **461** - Ave. number of acres owned by established farmers
- **34** - % of beginning farmers list farming as primary occupation
- **45** - % of all farmers list farming as primary occupation
- **\$1.9 Million** – Ave. value of agricultural assets for a farm that grosses \$50,000 in sales (ave. sales needed to see a profit)

*Source: USDA 2009 Beginning Farmers and Ranchers Survey*

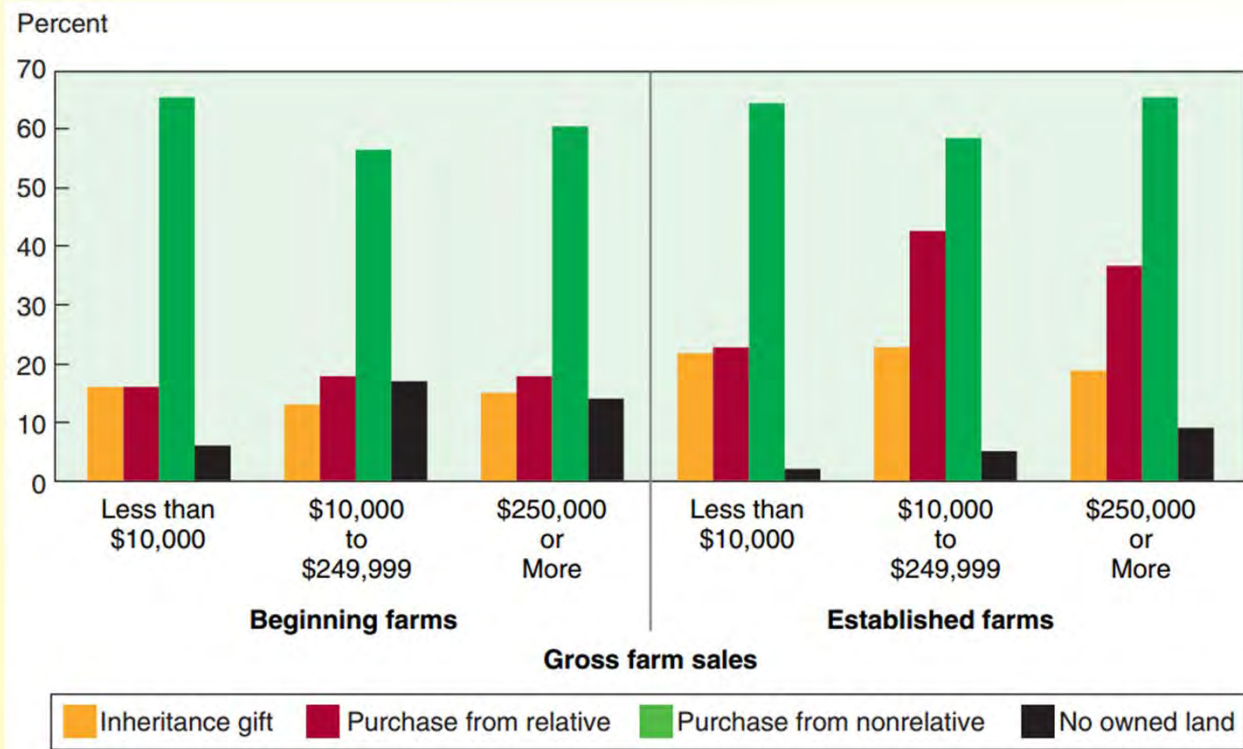


# Why Should We Care About the Next Generation of Farmers?

- More and more farmers coming from non-farm backgrounds
- No land to inherit or buy from relatives; no existing business to inherit

## Methods of Land Acquisition

Source: USDA, ERS, Agricultural Management Survey, 2010



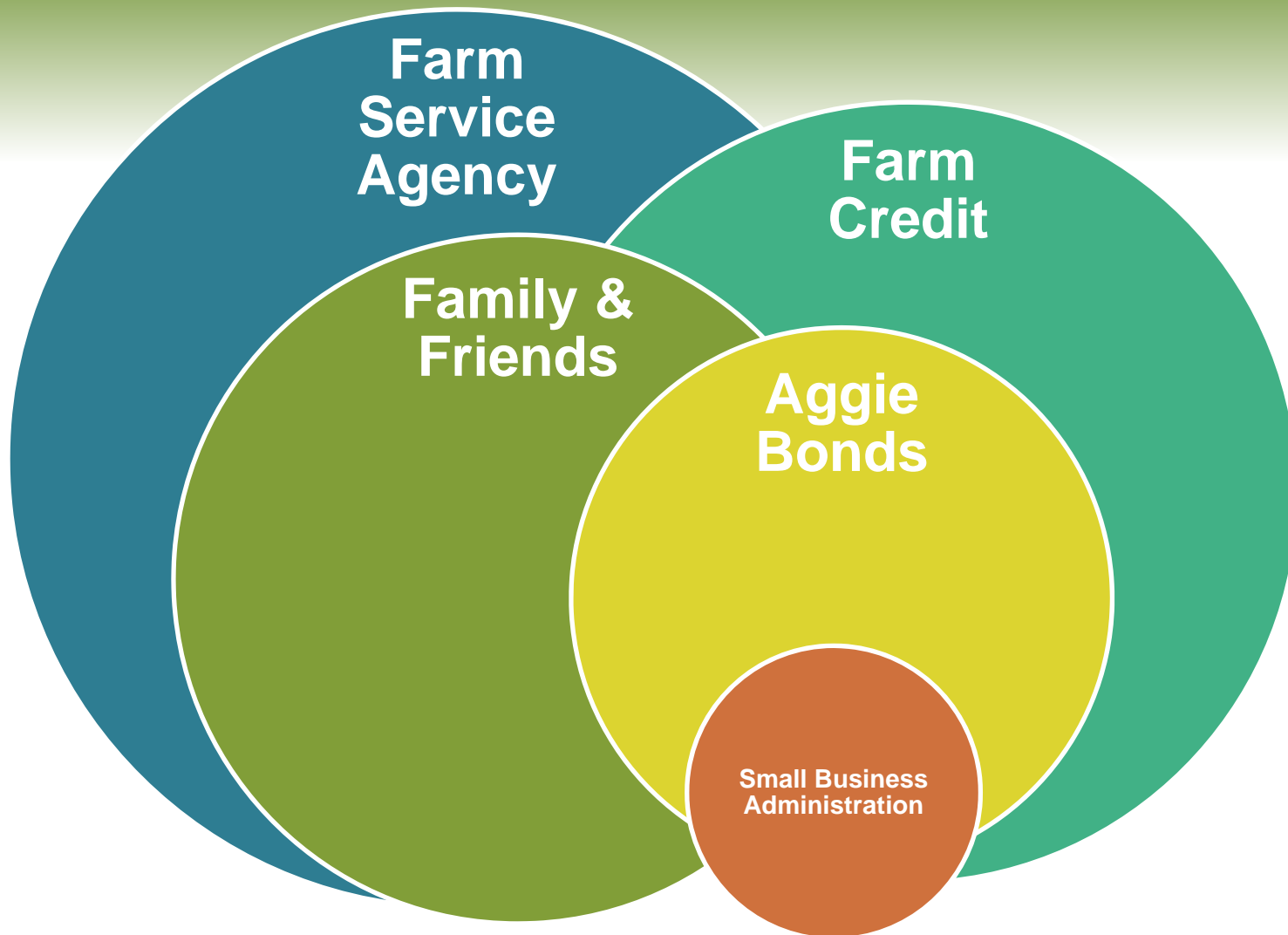


## What Are the Challenges to Financing New/Beginning Farmers?

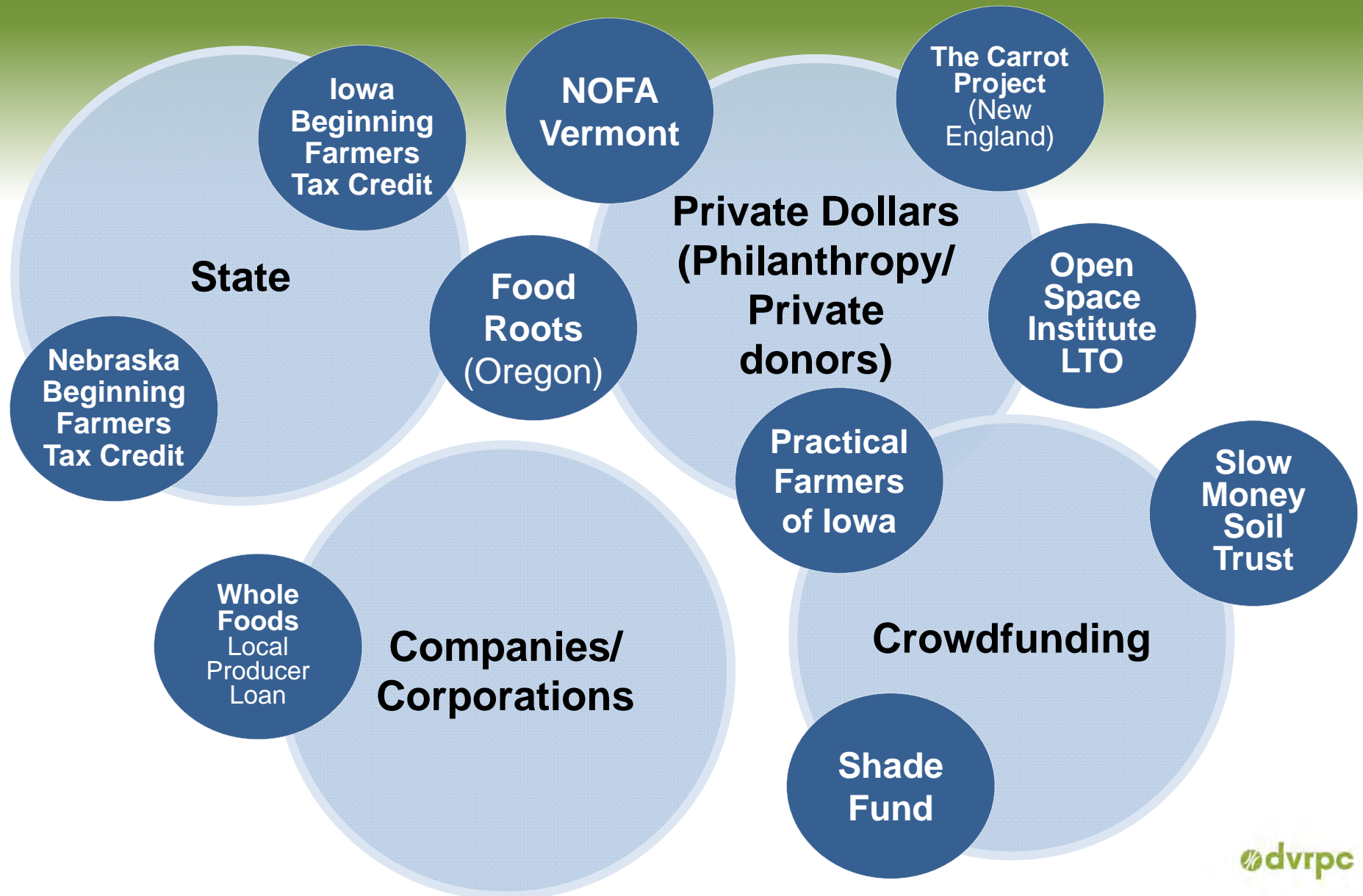
- Farmers need more financial management knowledge and experience
- Difficult for financial institutions to service small loans, and especially operating expenses
- Financial institutions don't know how to work with non-traditional farmers
- Many small financial and technical assistance programs compete for same audience and same resources
- All farms, and especially new farms, need a mix of financing for assets (land) and operating (working/cash flow)



# What's Out There – Traditional Financial Assistance



# What's Out There – Non-Traditional Financial Assistance







# Case Study: Nebraska Beginning Farmer Tax Credit

- Incentivizes agricultural asset owners to lease agricultural land, machinery, or livestock to a qualified beginning farmer
- The owner receives a tax credit equal to 10% of the cash rent or 15% of the value of the share crop rent
- Since 2000:
  - Helped 716 beginning farmers
  - Provided over \$4.5 million in tax credits to 860 agricultural asset owners



Scott Wagner's Farm  
Source: *Nebraska  
Agriculture and You 2013*

# Case Study: The Carrot Project



- Administers four geographic-specific programs in the Greater Berkshires, Maine, Massachusetts, and Vermont
- Provides loans from \$3,000 to \$35,000 with 1 to 7 year terms
- Partners with local lending institutions, such as a regional bank, a CDFI, or an economic development agency
- 70% of Carrot Project borrowers are beginning farmers
- Majority of applicants need 5 to 15 hours of technical assistance
- Since 2009:
  - Worked with more than 60 farm and food businesses, 4 lending institutions, and 23 investors
  - Made over \$400,000 in loans to 30 of the 60 businesses
  - 0 borrowers have defaulted




*Source: The Carrot Project*



# Case Study: Whole Foods Local Producer Loan Program



- Provides loans ranging from \$1,000 to \$100,000
- Loan can be used for capital expenditures (livestock, equipment, crops, etc.) or working capital
- Select Whole Foods Regional and Store Buyers recommend producers that are either already selling in a Whole Foods store or outside producers that meet Whole Foods quality standards
- The average loan is \$52,000 with a 5% interest rate and 5 year payback period
- 2007 - 2012:
  - Whole Foods has made 165 loans to 142 different producers, totaling \$9.03 million



## Recommendations to Improve Access to Land, Capital, and Knowledge

- More coordination between technical and financial assistance providers to either scale up or specialize
- Opportunity for county or regional entity to coordinate private, public, and nonprofit service providers. (Ex. Chester County Ag Service Provider Mixer)
- Opportunity for states to create tax credits, individual development accounts, lease-to-own programs, and other tools to support new/beginning farmers
- Enable land trusts and other land owning agencies to create “lease to own” models



## Finding More Examples...

- Delaware's Young Farmers Program
- Vermont's Act 250 – Mitigation for loss of agricultural soils (publicly- and privately-funded development)
- Update Whole Foods Local Producer Program

Updated, new, and more-detailed case studies on the Greener Pastures webpage:

<http://www.dvrpc.org/food/greenerpastures/>

# Thank You!

## Comments/Questions?

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[www.dvrpc.org/food/GreenerPastures](http://www.dvrpc.org/food/GreenerPastures)



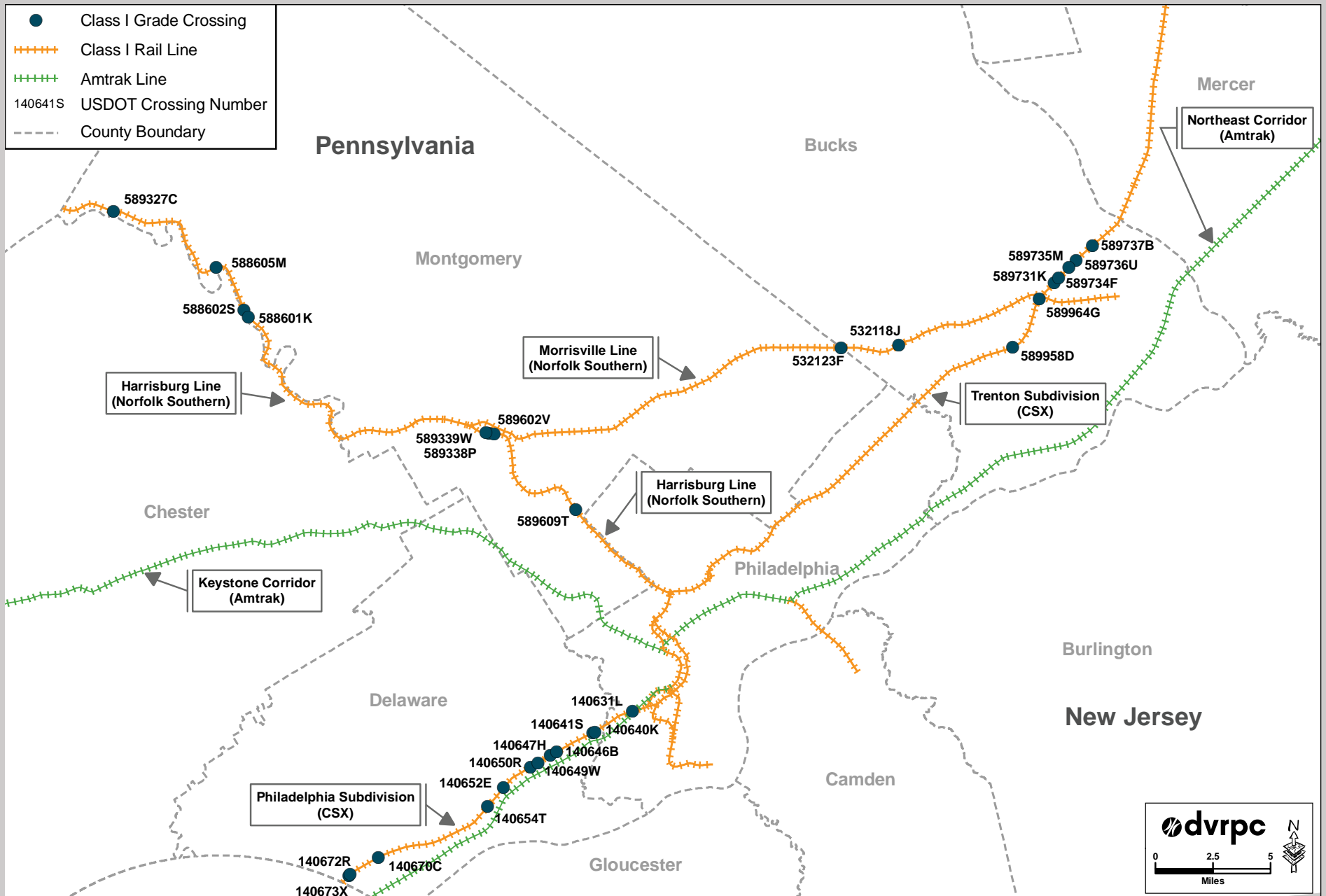


# DARBY BOROUGH

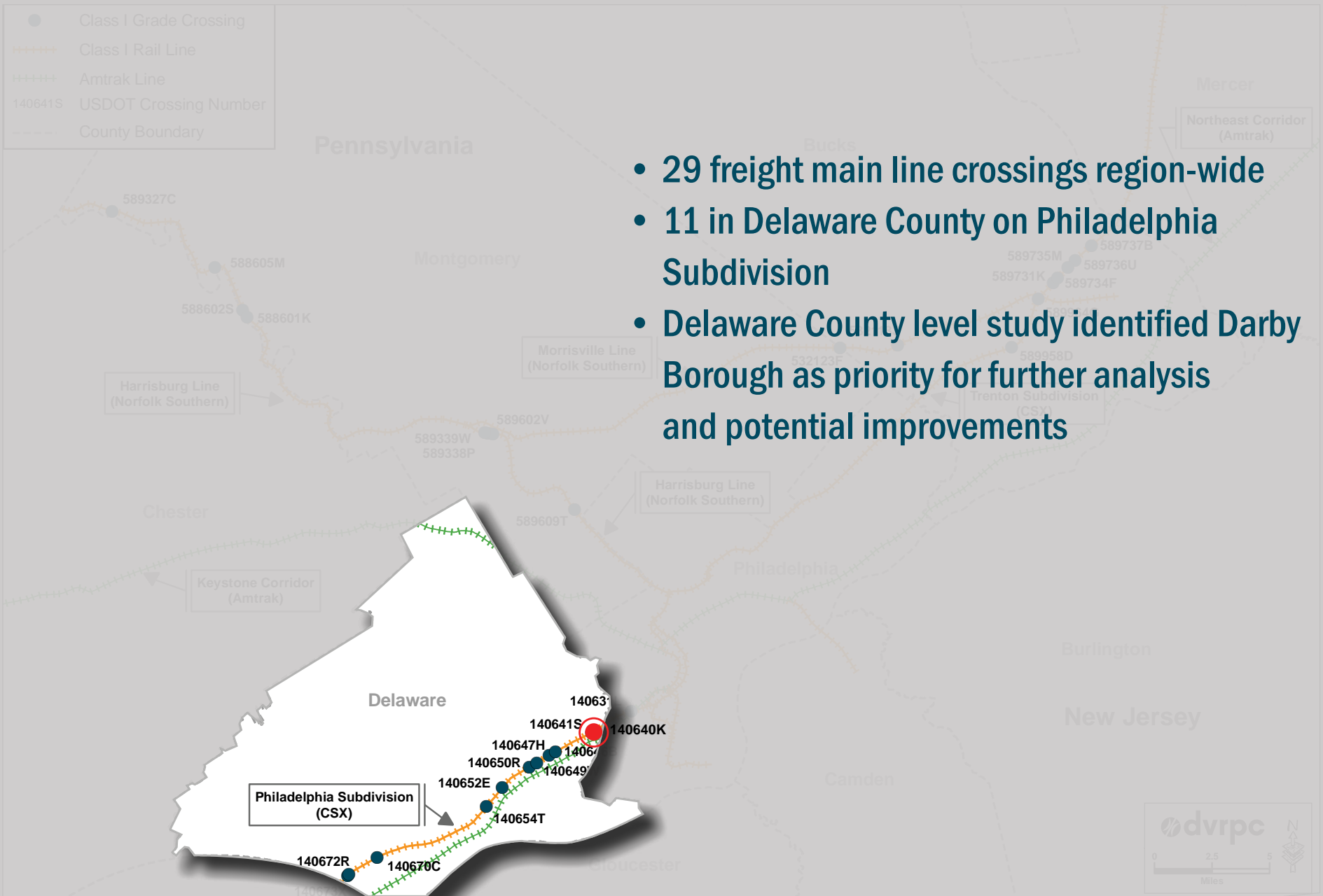
## GRADE CROSSING STUDY



# Class I Grade Crossings

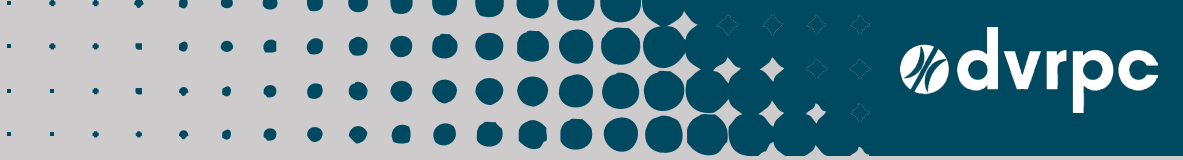






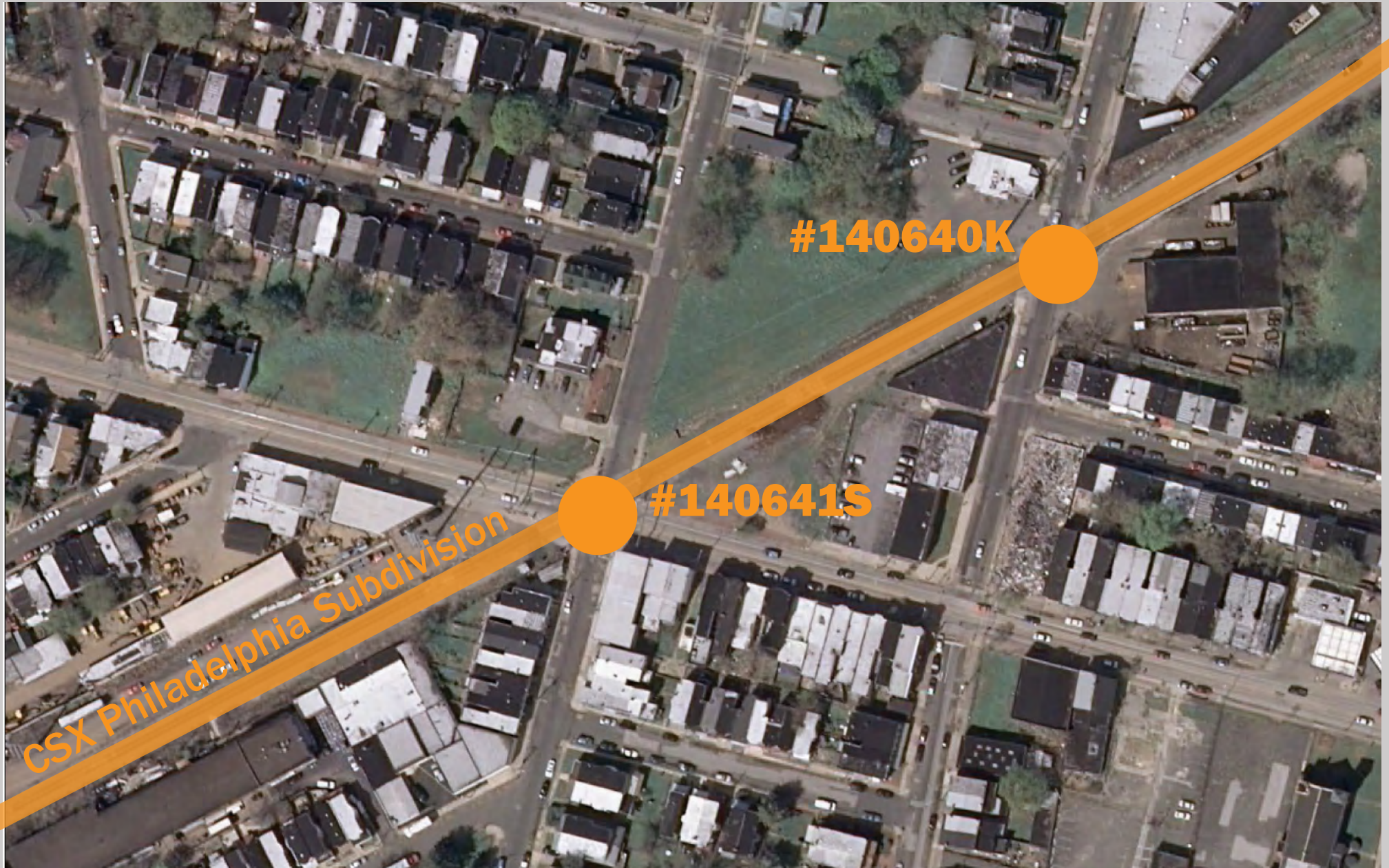
- 29 freight main line crossings region-wide
- 11 in Delaware County on Philadelphia Subdivision
- Delaware County level study identified Darby Borough as priority for further analysis and potential improvements

# Aerial of Darby Borough at Main and Sixth streets





# Aerial of Darby Borough at Main and Sixth streets





# More than a Grade Crossing

four modes meet IN one intersection

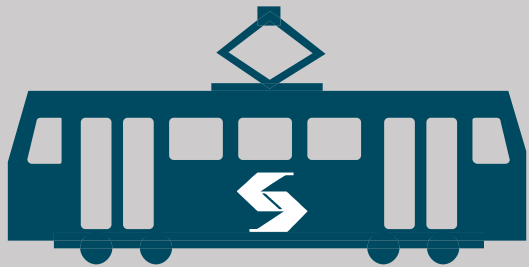




# Multiple Modes Increase Exposure

multiple conflict possibilities

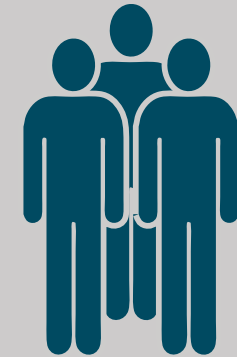
## Daily Activity



**237 Trolleys**



**11,649 AADT**



**323 Pedestrians**  
(AM peak)

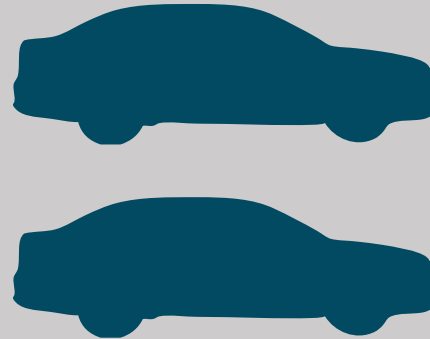


**13 Freight Trains**

### Traffic Approaches

- Main St. Traffic (2-lane, 2-way)
- 6th St. Traffic (2-lane, 2-way[NB] + 1-way[SB])

## FRA Reported Incidents



## Local Police Issues:

- 131 reports
- Public drunkenness
- Fighting
- Drug sales
- Theft
- Disorderly conduct
- Curfew violations
- Motor vehicle accident



# Views from the ground at Main and Sixth streets





# Safety Not Just a Matter of Volume

poor infrastructure contributes to issues



## Observations

- Poor sight distance
- Poorly defined travel lanes and crosswalks
- Crossing gate violations (pedestrians and vehicular)
- Inadequate railroad crossing gate technology
- No signage targeted at pedestrians
- Gates descend and no train appears
- Crumbling infrastructure



# Community Engagement and Outreach

stakeholder input and transportation expo

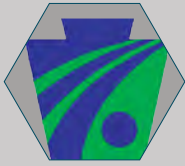


CSX



Delaware County

PennDOT



SEPTA

Darby Borough



Residents & Businesses

**Welcome!**  
DARBY BOROUGH  
*on the Move!*  
DELAWARE COUNTY, PA

## DARBY BOROUGH OPEN HOUSE and TRANSPORTATION EXPO

an INTRODUCTION

**Darby Borough: A Community on the Move**

- varied land uses: **RESIDENTIAL** uses most prevalent
- ever present: **PEDESTRIANS**: students, seniors, transit riders, shoppers
- HIGHWAY** connectivity to the region and beyond: Laradourse Ave., MacDole Blvd., Main St., Springfield Rd., Chester Pike
- multiple forms of passenger and freight **RAIL**: Amtrak, SEPTA, and CSX
- nearby **AIRPORTS and PORTS**: PHL, Grand Point, Hog Island, Fort Mifflin, and Fern Terminal.

**Darby Borough Grade Crossing Study**

- the primary **FOCUS** is two highway-railroad grade crossings
- grade crossing #1 **MAIN ST.**
- grade crossing #2 **1400-1404 5TH ST.**
- DATA OVERVIEW:** An immense convergence of transportation activity
- SHARED CONCERNS:** transportation growth across all modes, safety, operations and amenities, and land use
- PHASE I REPORT** will display data collected and possible improvements

**PHASE II REPORT WILL:** display methodology and results of the study (to be done in the future)

### POTENTIAL SHORT-TERM INITIATIVES

Time Frame: 6 Months - 2 Years  
Price Range Per Initiative: \$250,000 or Less

- Improve Roadway Safety Signage & Pavement Markings at Main St. & 5th St.**
- Reduce Trespassing Along Railroad Tracks**
- Change 5th St. Traffic Flow Between Main St. and Greenway Ave.**
- Remove Two Route 11 Trolley Stops**

### POTENTIAL MEDIUM-TERM INITIATIVES

Time Frame: 2-10 Years  
Price Range Per Initiative: \$1,000,000 - \$6,000,000

- Reconstruct Both Main St. and 5th St. Grade Crossings**
- Place All Existing and Add Additional Signage at Main St.**
- Install Traffic Signal at Crossing**
- Re-striping and Driveways Near Main St. and 5th St. Grade Crossings**

### POTENTIAL LONG-TERM INITIATIVES

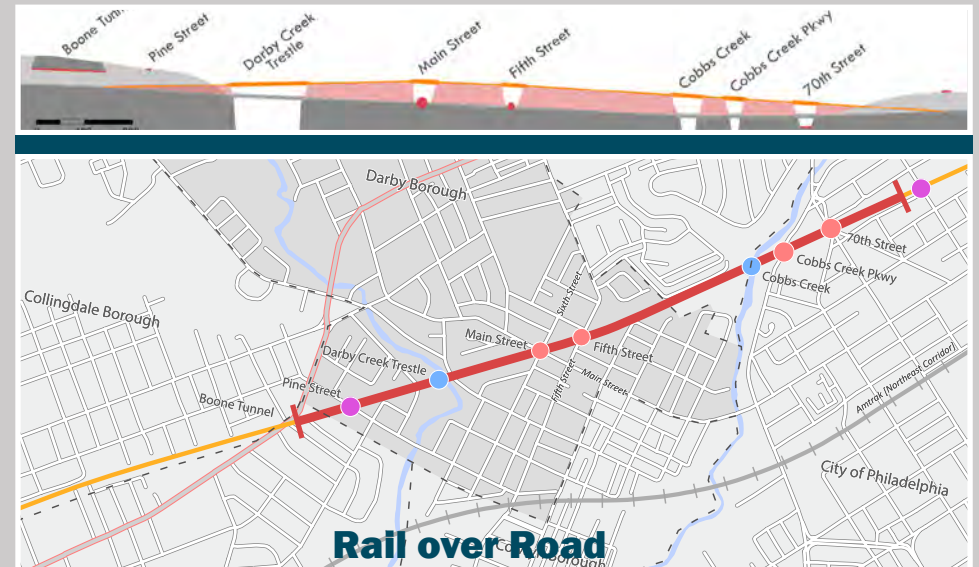
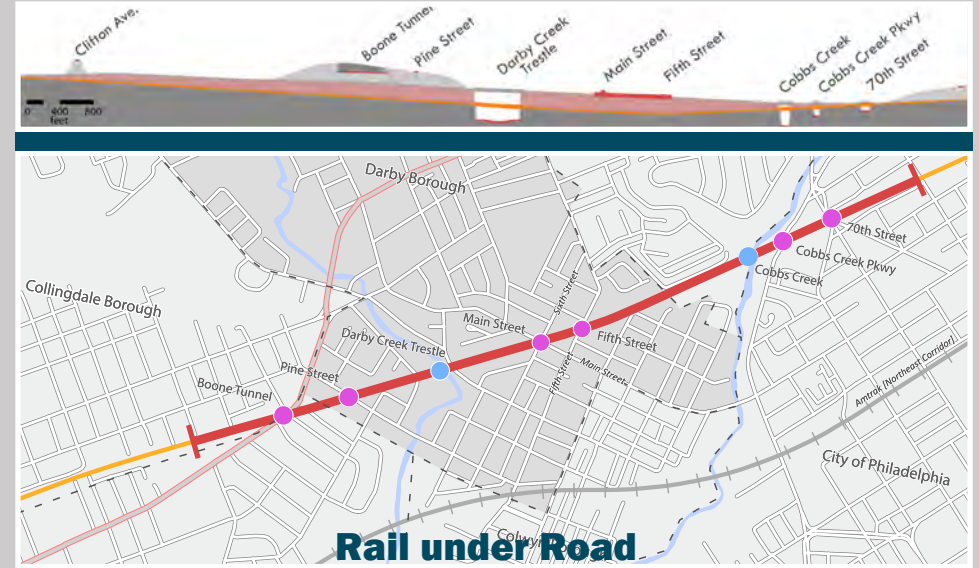
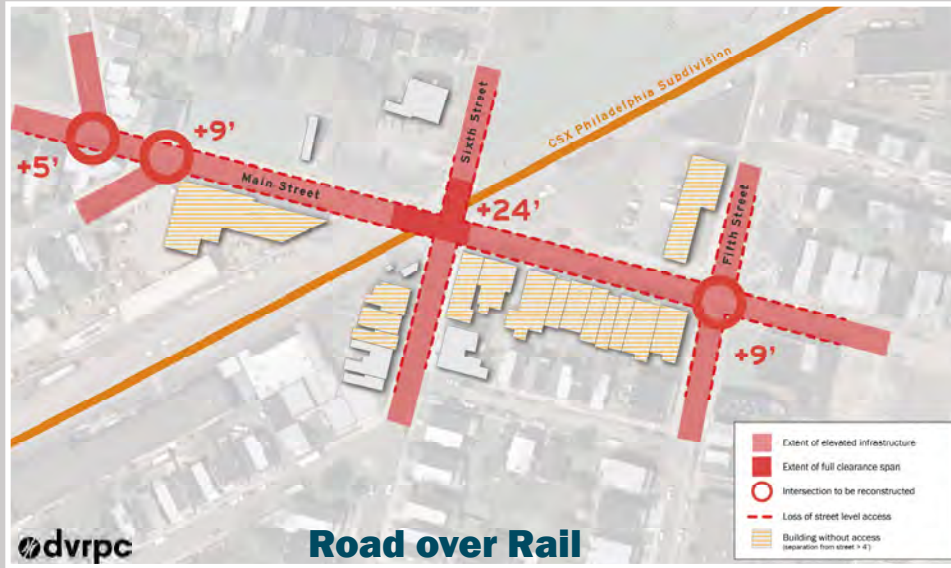
Time Frame: 10+ Years  
Price Range Per Initiative: \$50,000,000+

- Change Elevation of Main St.**
- Change Elevation of CSX Rail Line Through Delaware County**
- Purchase New Trolley Cars and Upgrade Trolley Stop Amenities for Route 11**
- Revise Land Use Around Crossings in Darby Borough**



# Alternatives Analysis

rail or road. over or under.





# Long-term a Long Shot

cost-benefit a stretch for stakeholders



**Channelization**

**A**



**B** Striping & Crosswalks



**F** Signalization

**F**



**E** Resurfacing

**E**



**C** Curb bumpouts



**D** Pedestrian Signals

**D**

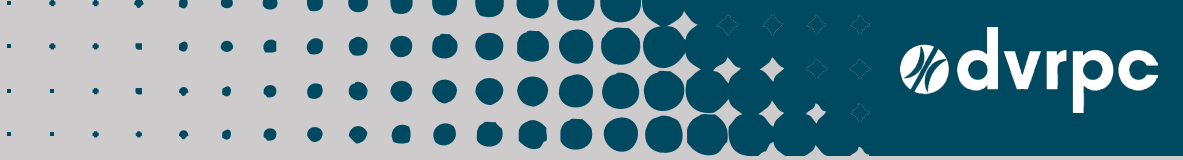


- Pedestrian signal
- Vehicular signal
- Crossing gate w/signal
- SEPTA stop

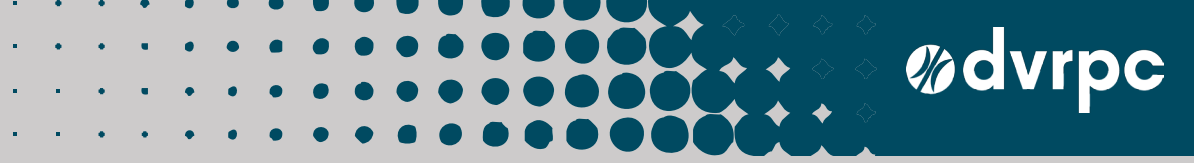














- Awarded \$337,000 (2018) from PennDOT for warning lights
- Continue to collaborate with Darby Borough, Delaware County & PennDOT to refine cost estimates and identify funding options



### Project Contact

Michael Ruane  
Office of Freight & Aviation Planning

 [mruane@dvrpc.org](mailto:mruane@dvrpc.org)

 215.238.2888



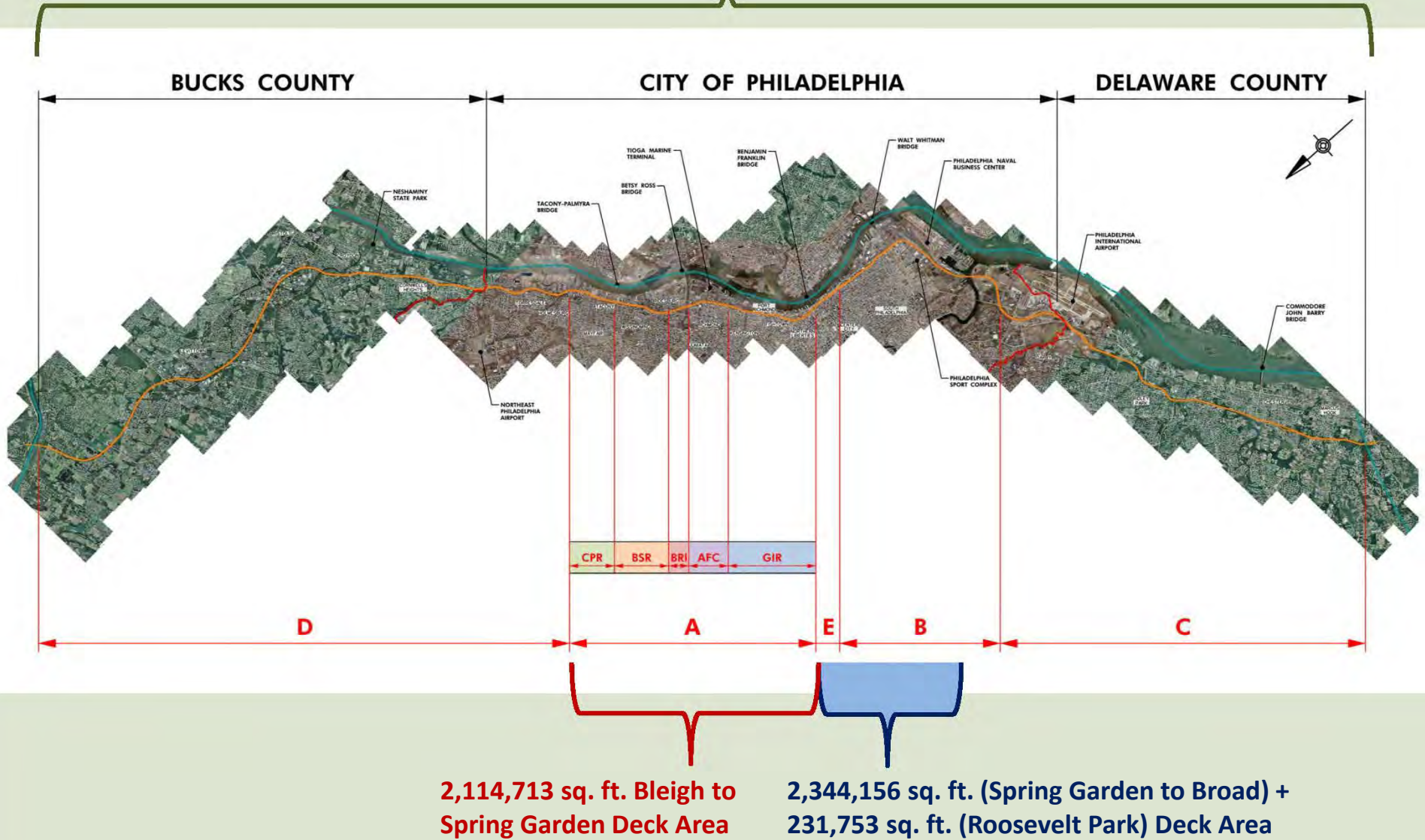
# ***I-95 Central and South Philadelphia Project Development***

Charles H Davies PE, Elaine Elbich PE  
Delaware Valley Regional Planning Commission  
November 12, 2014

# I-95 Corridor

Sector Priority by Condition (2008)

I-95 Total Mainline Bridge Deck Area 8,176,302 sq. ft.





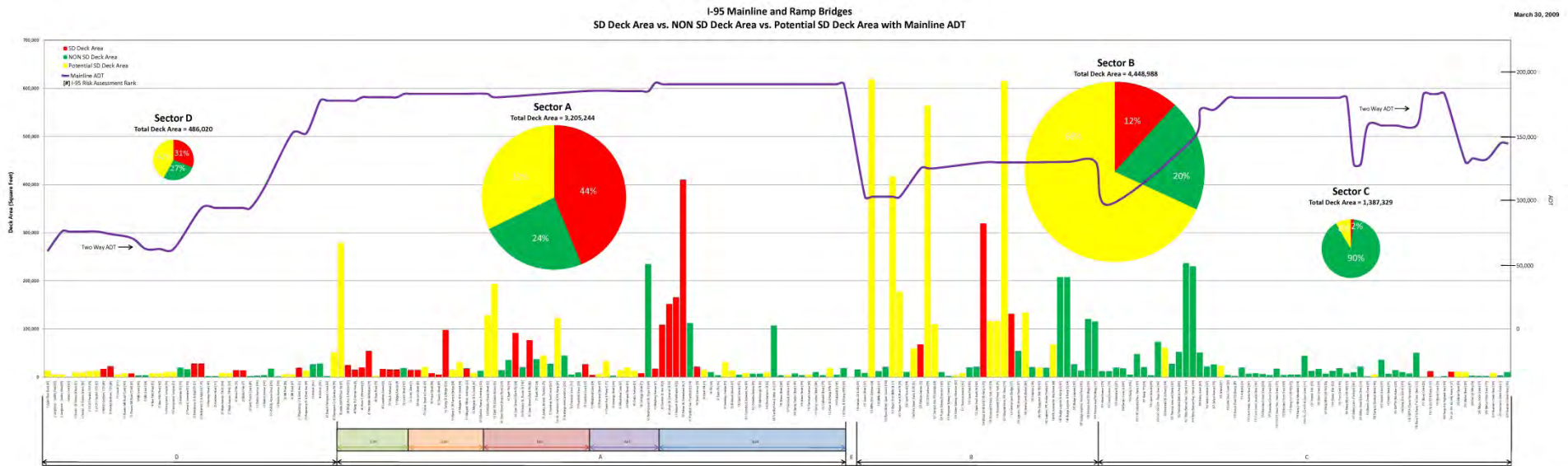
# ***Girard Avenue Interchange***

**Construction and Rendering  
Sections GR1 and GR3 Looking South**



**2008 SD Deck Area**  
**2,122,599 sq. ft. (25%)**

**51 miles, \$ 161 million Let for Rehabilitation and Preservation from 2008 to 2012**



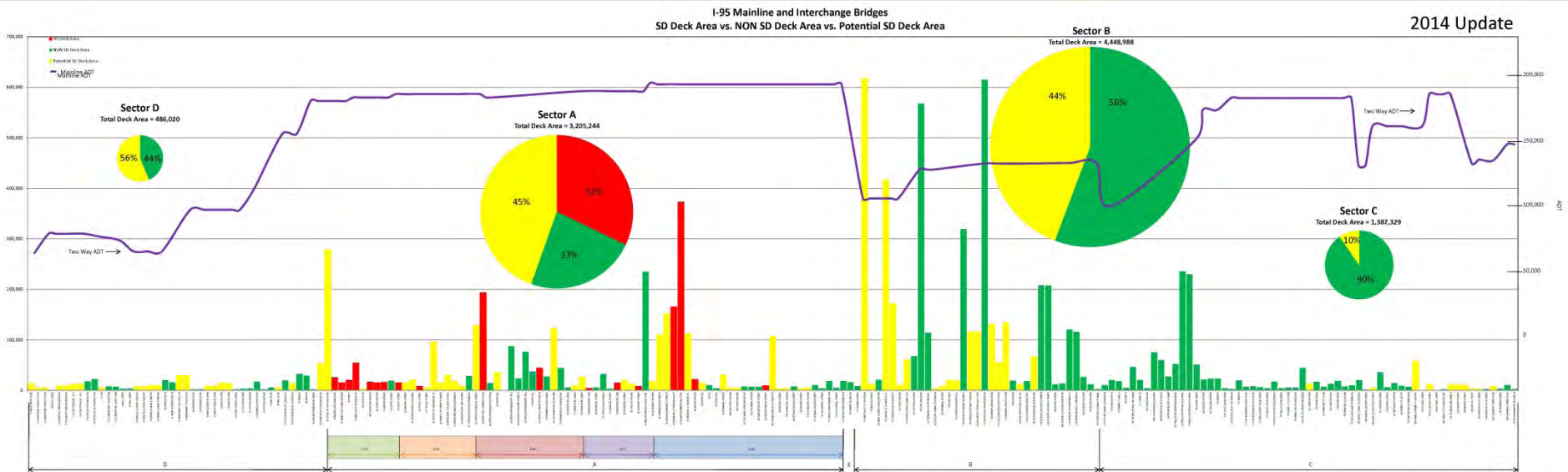
**7.6 miles, Sector A in Design and Construction,  
 \$785 million Let from 2009 to 2014 on Seven  
 Construction Sections, Total Estimate \$2.2 billion**

**5.4 miles, Proposed Limits of I-95 Central and  
 South Philadelphia Project Development**



**2014 SD Deck Area**  
**1,025,678 sq. ft. (11%)**

**Total Capital Spending of \$946 million for Reconstruction, Rehabilitation and Preservation 2008 through 2017**



**Reconstruction Present to 2024**  
**(\$2.2 billion Estimated Total),**  
**Current Median Age 47 Years Old**

**Rehabilitation and Preservation, Present to 2024**  
**when Median Age will be 51 Years Old**

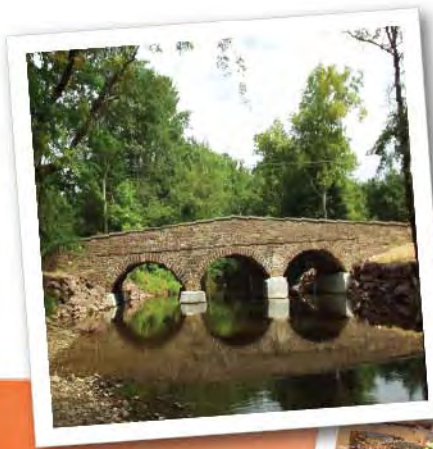


November 2014

# ★ TIP A-C-T-I-O-N-S

## Transportation Improvement Program

*New Jersey (FY2014-2017)*  
*Pennsylvania (FY2015-2018)*



DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION





# Add Proposed New Projects - PA

## a. Montgomery County Act 13 Bridges, Montgomery County

- Amend the TIP for PA by adding 3 new Act 13 local bridge projects to the TIP for PE, FD, ROW, and CON in FY15, FY16, and FY17 in the amount of \$2,905,000 (using the \$1,261,703 2014 allocation of Act 13 funds, combined with \$143,297 of unallocated balances from the County's 2013 allocation, for a total of \$1,405,000 Act 13 funds, plus \$1,500,000 of local County funds).
  - Rittenhouse Road over Skippack Creek - \$600,000 (*\$25,000 PE in FY15, \$70,000 FD in FY15, \$5,000 ROW in FY15, and \$500,000 CON FY16*).
  - Old Reading Pike over Yeagers Creek - 480,000 (*\$25,000 PE in FY15, \$50,000 FD in FY15, \$5,000 ROW in FY15, and \$400,000 CON in FY16*).
  - Easton Road over Branch of the Tacony Creek - \$1,825,000 (*\$100,000 PE in FY15, \$200,000 FD in FY15, \$25,000 ROW in FY16, and \$1,500,000 CON in FY17 using Local funds*).
- Additional funds to the region.

# ★ Add New Proposed Projects - PA

Rittenhouse Rd over Skippack Creek - \$600,000



*Deterioration of  
superstructure and  
substructure*





# ★ Add New Proposed Projects - PA

## Old Reading Pike over Yeagers Creek - \$480,000



*Missing mortar and  
loose/missing stone on  
underside of arch*



# ★ Add New Proposed Projects - PA

Easton Road over Branch of Tacony Creek - \$1,825,000

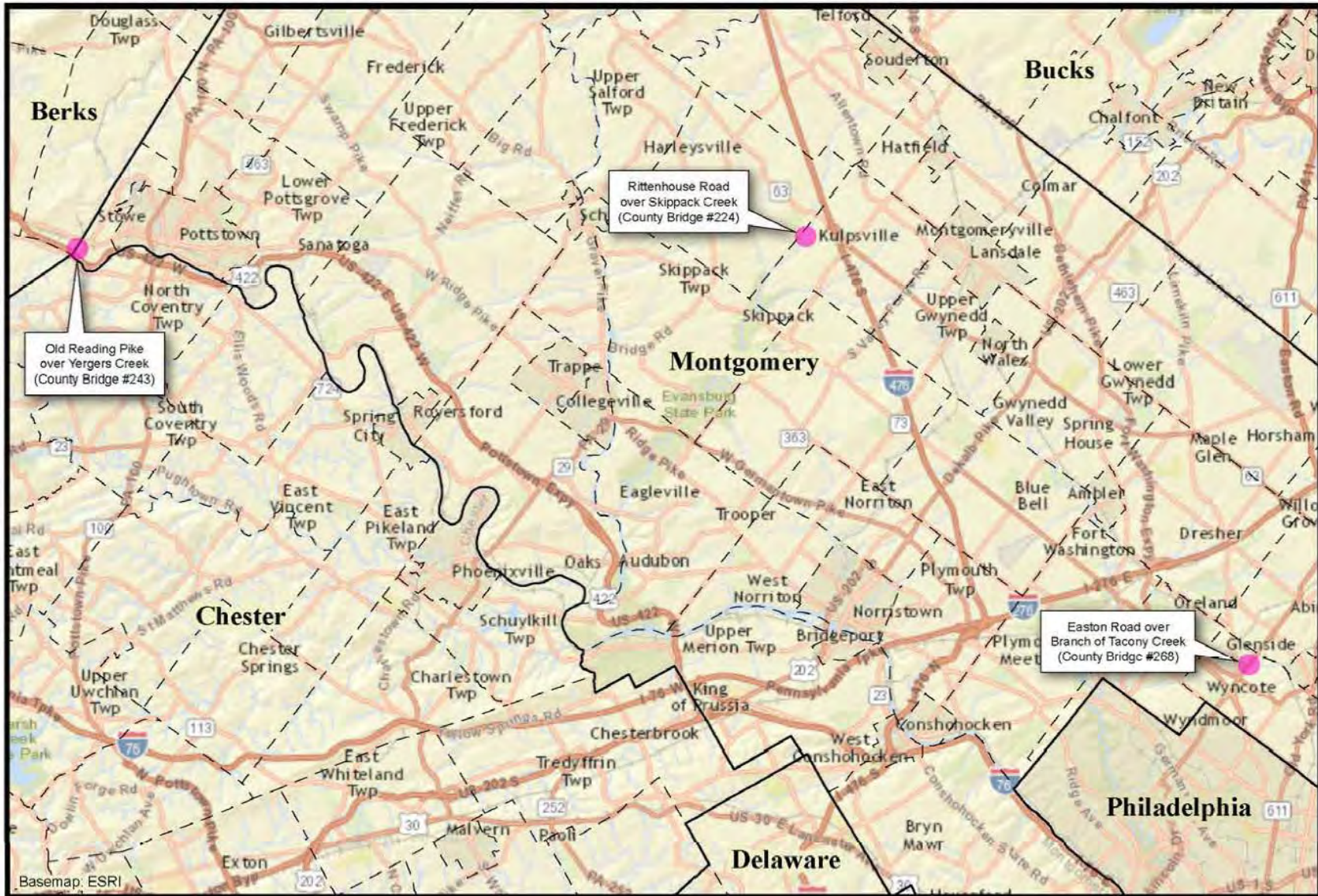


*Deck and superstructure  
rated as "3-serious"  
condition rating*





# PA15-07: Montgomery County Act 13 Bridges





## a. Montgomery County Act 13 Bridges, Montgomery County

- Amend the TIP for PA by adding 3 new Act 13 local bridge projects to the TIP for PE, FD, ROW, and CON in FY15, FY16, and FY17 in the amount of \$2,905,000 (using the \$1,261,703 2014 allocation of Act 13 funds, combined with \$143,297 of unallocated balances from the County's 2013 allocation, for a total of \$1,405,000 Act 13 funds, plus \$1,500,000 of local County funds).
  - Rittenhouse Road over Skippack Creek - \$600,000 (\$25,000 PE in FY15, \$70,000 FD in FY15, \$5,000 ROW in FY15, and \$500,000 CON FY16).
  - Old Reading Pike over Yeagers Creek - 480,000 (\$25,000 PE in FY15, \$50,000 FD in FY15, \$5,000 ROW in FY15, and \$400,000 CON in FY16).
  - Easton Road over Branch of the Tacony Creek - \$1,825,000 (\$100,000 PE in FY15, \$200,000 FD in FY15, \$25,000 ROW in FY16, and \$1,500,000 CON in FY17 using Local funds).

*Note: These are additional funds to the DVRPC region*





# Add Proposed New Projects - PA

- b. Municipal Bridge Retro-Reimbursement Program, Various Counties
  - Approve the list of recommended bridge projects and amend the TIP for PA by adding 11 new municipal bridge projects for retro-reimbursement in order for funds to be drawn down at the appropriate time and to increase the Later Fiscal Years funding in FY19 by \$356,906 State 183/\$89,577 Local and FY21 by \$3,904,569 State 183/\$976,542 Local, in order to fund additional selected candidates.
  
  - \$6 million State Bridge funds currently, with \$1,500,000 local funds (20% match) available in FY16, FY17 and FY18
    - *Funds will not be reimbursed until the project is 100% completed,*
    - *Funds in the Line Item (MPMS #102105) are available,*
    - *All invoices have been submitted to appropriate agency*
    - *Appendix B (Additional Project Information) has been submitted to DVRPC*



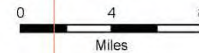
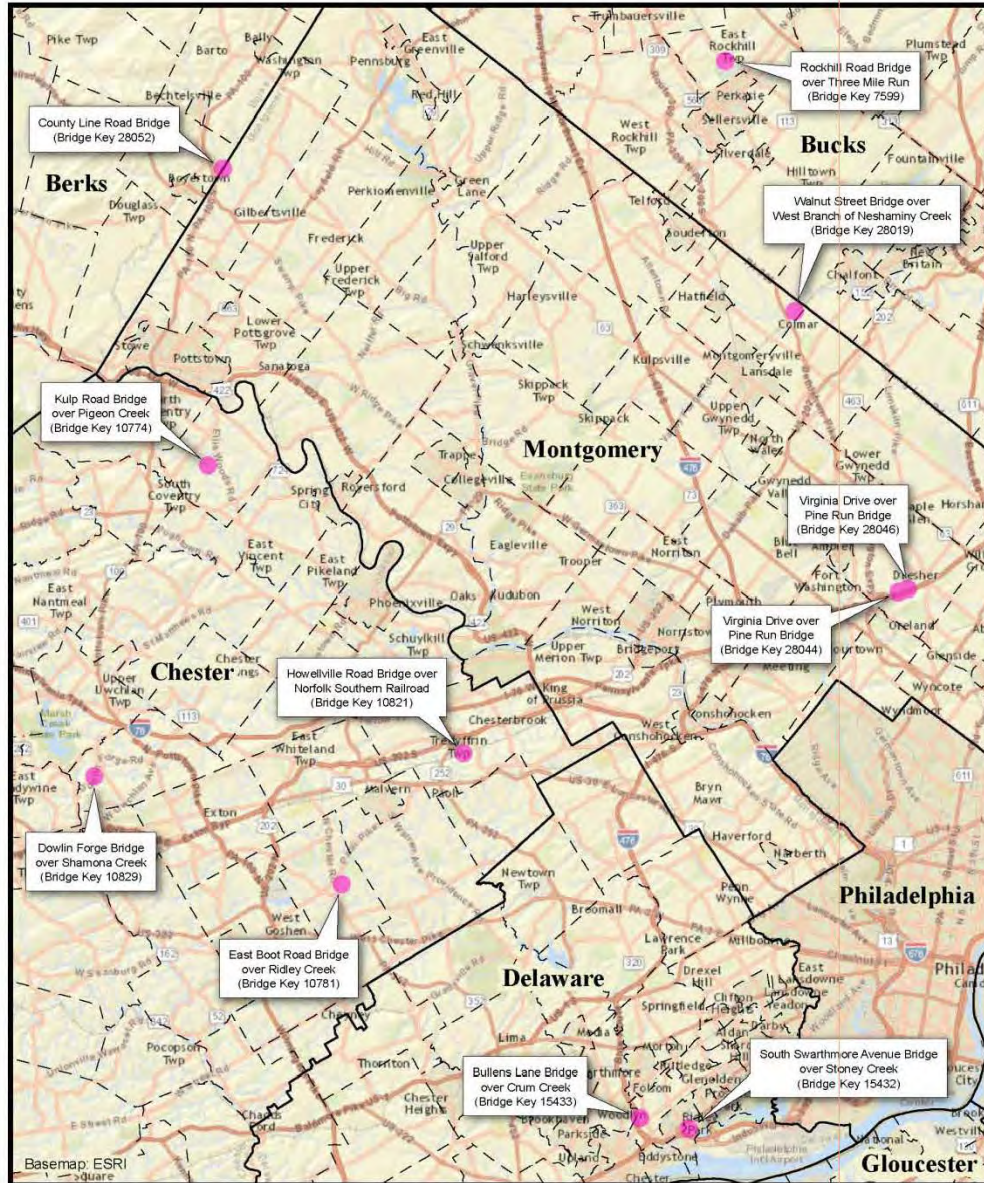
# Add Propose New Projects - PA

## b. Municipal Bridge Retro-Reimbursement Program (con't.)

- Differs from traditional design-to-construction process
  - *Follow state liquid-fuel procedure instead of federal procedures and PennDOT project development and review process.*
  - *PennDOT will still perform structural adequacy review of structure*
- Not all municipal bridges were eligible under program.
- Bridge rehabilitation or replacement that demonstrated the following:
  - *Locally owned by municipality within Bucks, Chester, Delaware and Montgomery Counties*
  - *Bridge must have an SD status*
  - *Rehabilitation or replacement work must remove SD status*
  - *Bridge deck must be at least 20'*
  - *Bridge must be listed on PA Bridge Bill or PA Capital Budget*
  - *Bridge must include letter of support from the county Planning Director*



# PA15-08: Municipal Bridge Retro-Reimbursement Program





# List of Bridges for Municipal Bridge Retro-Reimbursement Program

County	Bridge Name	Municipality	Cost
Bucks	Rockhill Rd Bridge over Three Mile Run	East Rockhill Twp	\$1,059,094
Chester	Howellville Rd Bridge over Norfolk Southern Corp.	Tredyffrin Twp	\$2,100,000
	Kulp Rd Bridge over Pigeon Creek	East Coventry Twp	\$675,000
	East Boot Rod Bridge over Ridley Creek	East Goshen Twp	\$500,000
	Dowlin Forget Bridge over Shamona Creek	Uwchlan Twp	\$207,000
Delaware	South Swarthmore Ave Bridge over Stoney Creek	Ridley Twp	\$1,084,000
	Bullens Lane Bridge over Crum Creek	Ridley Twp	\$980,000
Montgomery	Virginia Drive over Pine Run Bridge (Br Key 28046)	Upper Dublin Twp	\$2,165,000
	Virginia Drive over Pine Run Bridge (Br Key 28044)	Upper Dublin Twp	\$1,850,000
	Walnut St Bridge over West Branch of Neshaminy Creek	Hatfield Twp	\$1,613,000
	County Line Road Bridge	Douglass Twp	\$594,500
<b>TOTAL</b>			<b>\$12,827,594</b>



## **b. Municipal Bridge Retro-Reimbursement Program**

- Approve the list of recommended bridge projects and amend the TIP for PA by adding 11 new municipal bridge projects for retro-reimbursement in order for funds to be drawn down at the appropriate time and to increase the Later Fiscal Years funding in FY19 by \$356,906 State 183/\$89,577 Local and FY21 by \$3,904,569 State 183/\$976,542 Local, in order to fund additional selected candidates.



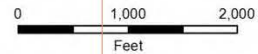
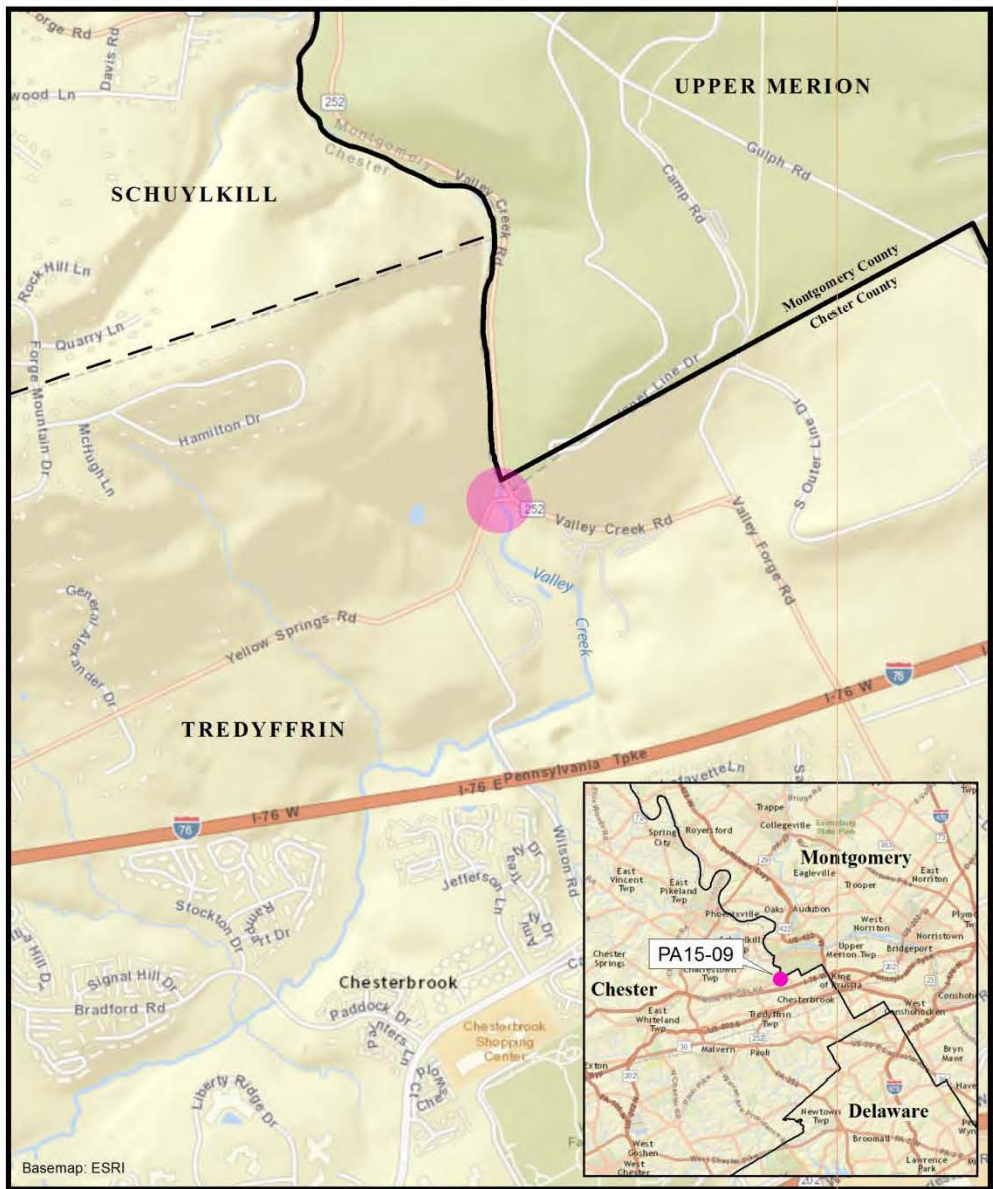
## Add Proposed New Project - PA

### c. Knox Covered Bridge, Chester County

- *Amend the FY2015-2018 TIP for PA by adding a new bridge project for construction in FY16 in the amount of \$600,000 STU.*
- *Rehabilitation of SD covered bridge in Tredyffrin Township, Chester County*
- *Located in Valley Forge National Park*
  - *Carries nearly 2,000 vehicles daily*
- *Bridge requires extensive repairs to the deck and approaches in order to remain in service*



# PA15-09: Knox Covered Bridge





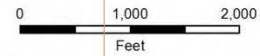
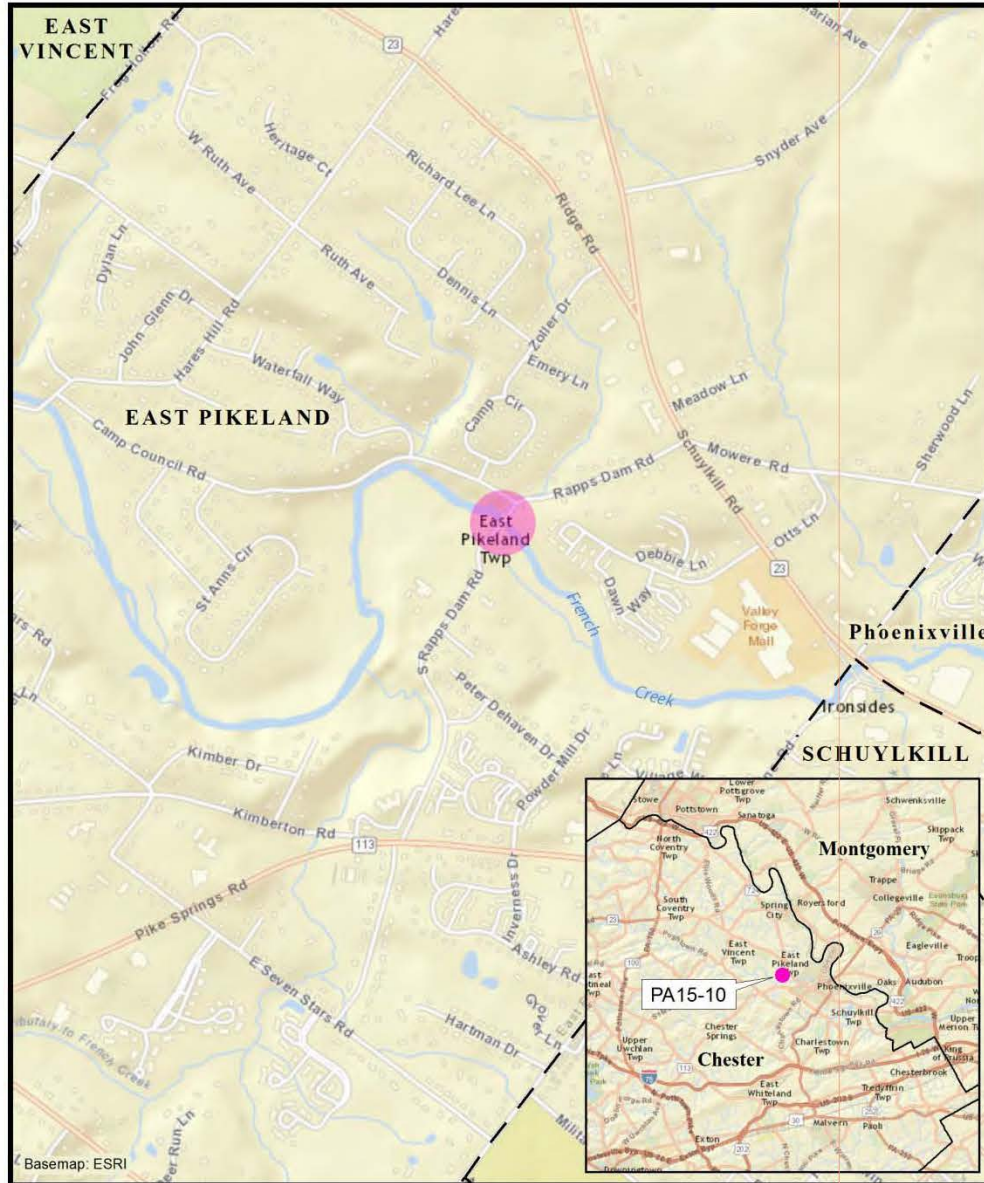
# Add Proposed New Project - PA

## d. Rapps Dam Covered Bridge, Chester County

- *Amend the FY2015-2018 TIP for PA by adding a new bridge project for construction in FY16 in the amount of \$600,000 (\$480,000 STU/\$120,000 State 185).*
- *Rehabilitation of SD covered bridge in East Pikeland Township, Chester County*
- *Previously reconstructed in 2009 by PennDOT*
- *Severely damaged by a tractor trailer in spring 2014 and immediately closed to all traffic.*
  - *Requires repairs in order to restore service*
  - *Carries approximately 3,500 vehicles daily*



# PA15-10: Rapps Dam Covered Bridge



**c. Knox Covered Bridge**

- *Amend the FY2015-2018 TIP for PA by adding a new bridge project for construction in FY16 in the amount of \$600,000 STU.*

**d. Rapps Dam Covered Bridge**

- *Amend the FY2015-2018 TIP for PA by adding a new bridge project for construction in FY16 in the amount of \$600,000 (\$480,000 STU/\$120,000 State 185).*



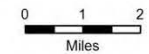
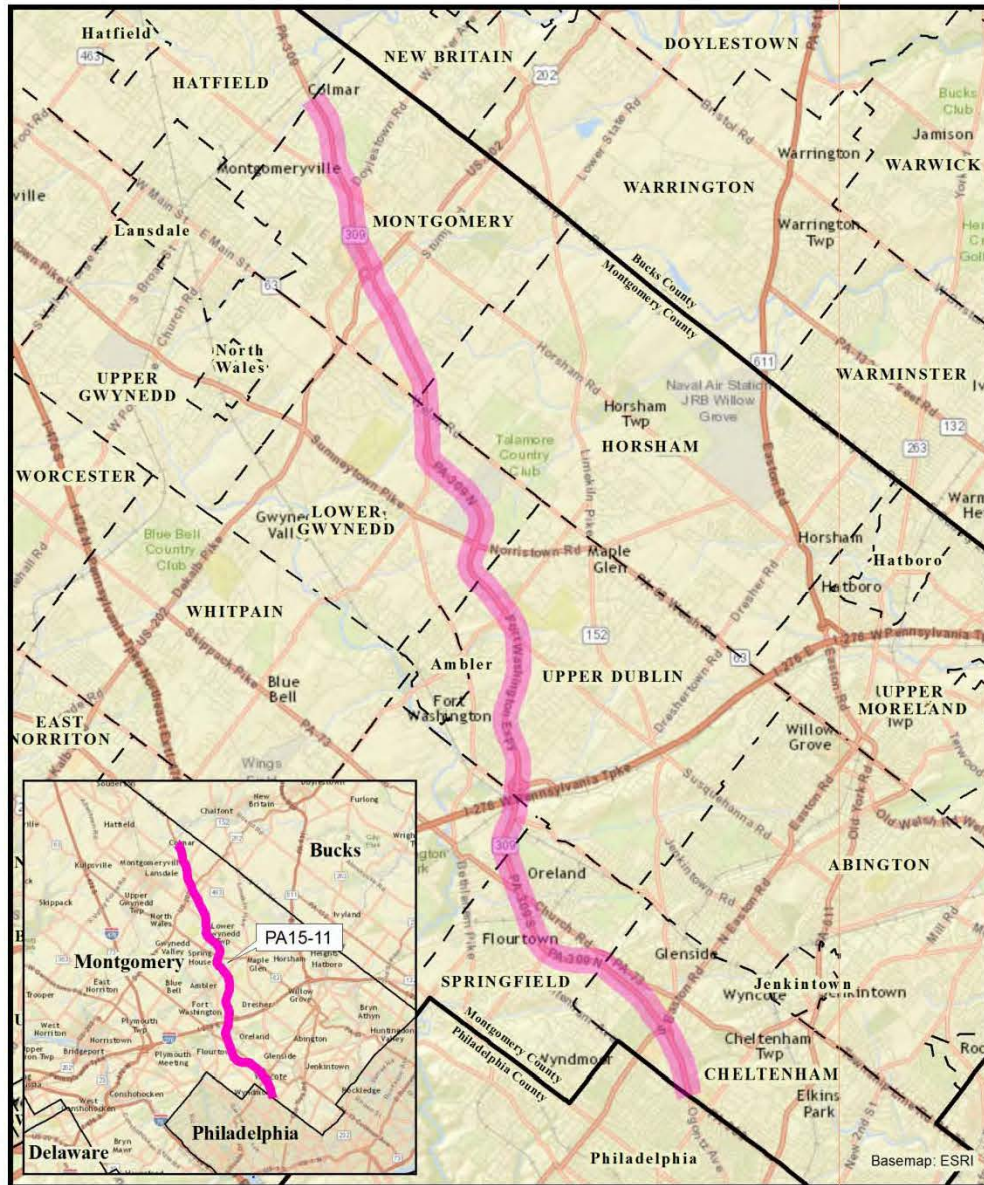


## Add Project Back in to TIP - PA

### e. PA 309 Environmental Mitigation, Montgomery County

- *Amend the FY2015-2018 TIP for PA by adding a project back in to the TIP for construction in FY15 in the amount of \$650,000 State 581.*
- *Breakout project from three PA 309 projects*
- *Wetland restoration along the PA 309 corridor in Lower Gwynedd, Upper Dublin, Cheltenham, Springfield, Whitemarsh, Horsham, and Montgomery Townships were not properly restored during the PA 309 projects construction*
- *Funds will be used for construction of wetland restoration.*

# PA15-11: PA 309 Environmental Mitigation





**e. PA 309 Environmental Mitigation, Montgomery County**

- *Amend the FY2015-2018 TIP for PA by adding a project back in to the TIP for construction in FY15 in the amount of \$650,000 State 581.*



## Add Proposed New Study Project - PA

- f. **I-95 Central and South Philadelphia Project Development, City of Philadelphia (MPMS #104243)**
  - *Amend the FY2015-2018 TIP for Pennsylvania by adding a new study project for \$4,000,000 (\$2,000,000 **NHPP**/\$2,000,000 Local) in FY15.*
  - *Spring Garden and Broad Streets in Philadelphia.*
  - *Examine general concepts and processes necessary to accomplish:*
    - *long term design,*
    - *management,*
    - *scheduling,*
    - *permitting,*
    - *cost estimating*
    - *reconstructing*



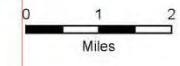
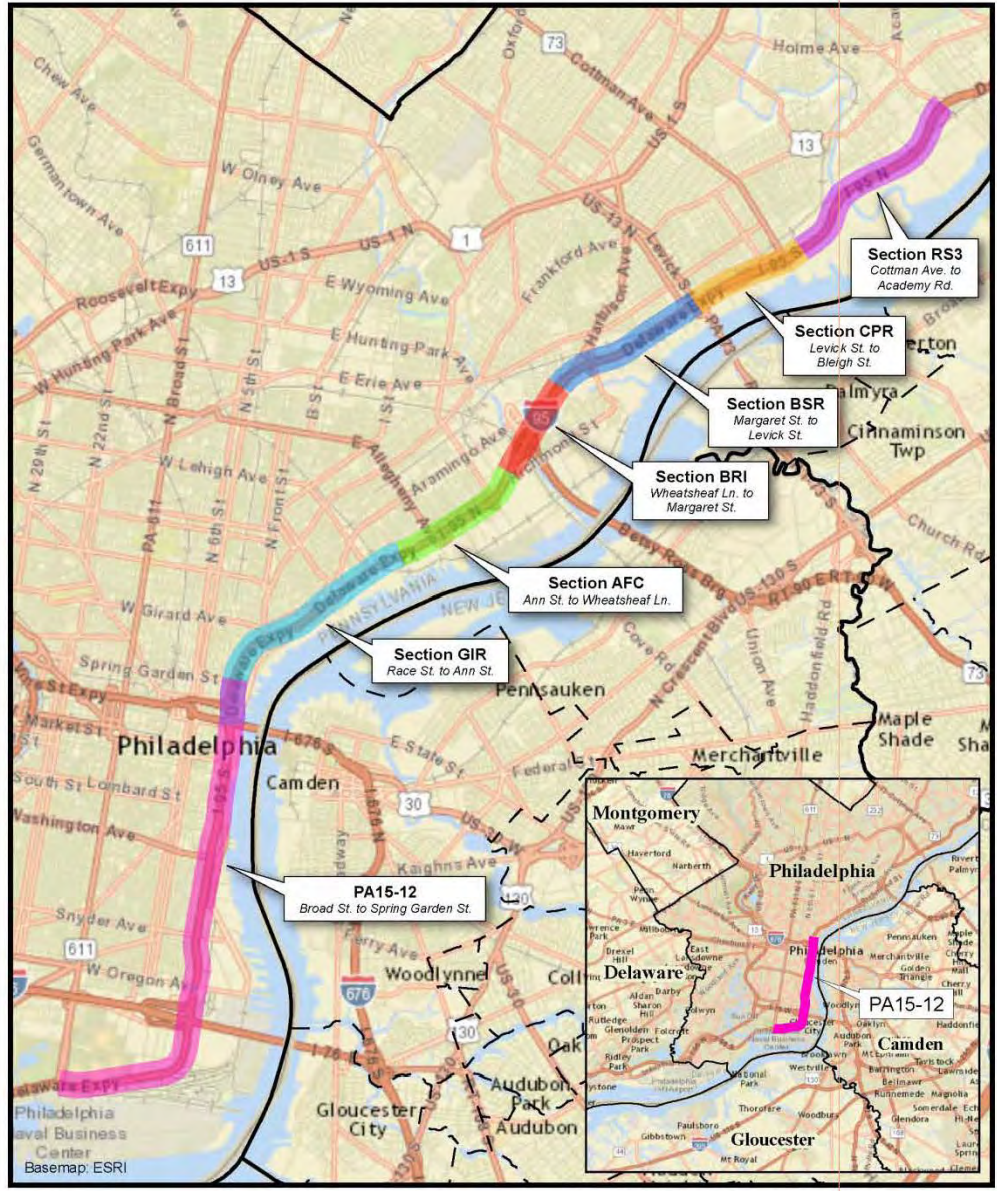


## Add Proposed New Study Project - PA

### f. I-95 Central and South Philadelphia Project Development, City of Philadelphia (con't)

- *Make projections on:*
  - *Remaining service life of the highway,*
  - *How the repair and reconstruction may be managed over that time on a programmatic scale to maintain the good working order of the Philadelphia metropolitan region*
  
- *Commentary, planning efforts, and recommendations directed to the impacts of interstate construction on its location and surrounding population.*
  
- *Delaware River waterfront over the years has been diminished by the presence of I-95.*
  
- *Recommended mitigation of impacts will be examined comparatively to the necessary engineering that must be developed to be considered constructible and viable solutions.*

PA15-12: I-95 Central and South Philadelphia Project Development  
 (shown with current I-95 reconstruction sections)





**f. I-95 Central and South Philadelphia Project  
Development, City of Philadelphia (MPMS #104243)**

- *Amend the FY2015-2018 TIP for Pennsylvania by adding a new study project for \$4,000,000 (\$2,000,000 **NHPP**/\$2,000,000 Local) in FY15.*



## Add Proposed New TAP Projects - PA

### **g. Statewide Pennsylvania Transportation Alternative Program (TAP) Selected Projects, Various Counties**

- *Amend the FY2015-2018 TIP for PA by adding 13 new Statewide TAP projects.*
- *PennDOT made \$33 million available for 56 projects across the state.*
- *DVRPC region received \$7.8 million for 13 projects*
  - *Approximately 24% of total funding.*
- *Statewide TAP projects for the DVRPC region will be drawn down from the Statewide TAP Line Item and broken out as individual projects in the FY2015 TIP for PA at the appropriate time.*



County	Project Sponsor	Title	Planning Partner	Statewide Awarded
Bucks	New Britain Borough	Multi-modal Enhancements to New Britain Station	DVRPC MPO	<b>\$150,000</b>
Bucks	Doylestown Township	Lower State Road to 202 Parkway Connector Trail	DVRPC MPO	<b>\$792,634</b>
Bucks	Bristol Township	Route 13 Streetscape - Croydon Section Phase 2	DVRPC MPO	<b>\$1,000,000</b>
Chester	Tredyffrin Township	East Central Avenue Multi-Use Trail	DVRPC MPO	<b>\$1,097,360</b>
Delaware	Nether Providence Township	Walkable Wallingford	DVRPC MPO	<b>\$444,100</b>
Delaware	Prospect Park Borough	Prospect Park Town Center	DVRPC MPO	<b>\$300,000</b>
Montgomery	Borough of Pottstown	Walk and Bike Pottstown	DVRPC MPO	<b>\$300,000</b>
Montgomery	Upper Merion Township	First Avenue Road Diet	DVRPC MPO	<b>\$430,856</b>
Montgomery	Cheltenham Township	Elkins Park West Commercial District Streetscape	DVRPC MPO	<b>\$1,000,000</b>
Montgomery	Jenkintown Borough	School Zoning Signalization for Jenkintown Borough	DVRPC MPO	<b>\$90,000</b>
Montgomery	Upper Dublin Township	Virginia Drive Road Diet and Trail	DVRPC MPO	<b>\$1,000,000</b>
Philadelphia	City of Philadelphia	Philadelphia Bike Share Program	DVRPC MPO	<b>\$250,000</b>
Philadelphia	Philadelphia Parks & Recreation	Frankford Creek Greenway Section 1	DVRPC MPO	<b>\$1,000,000</b>
			<b>Total</b>	<b>\$7,854,950</b>

**g. Statewide Pennsylvania Transportation Alternatives Program (TAP) Selected Projects, Various Counties**

- *Amend the FY2015-2018 TIP for PA by adding 13 new Statewide TAP projects. The projects will be broken out as individual projects at the appropriate time.*

*Note: These are additional funds to the DVRPC region*



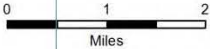
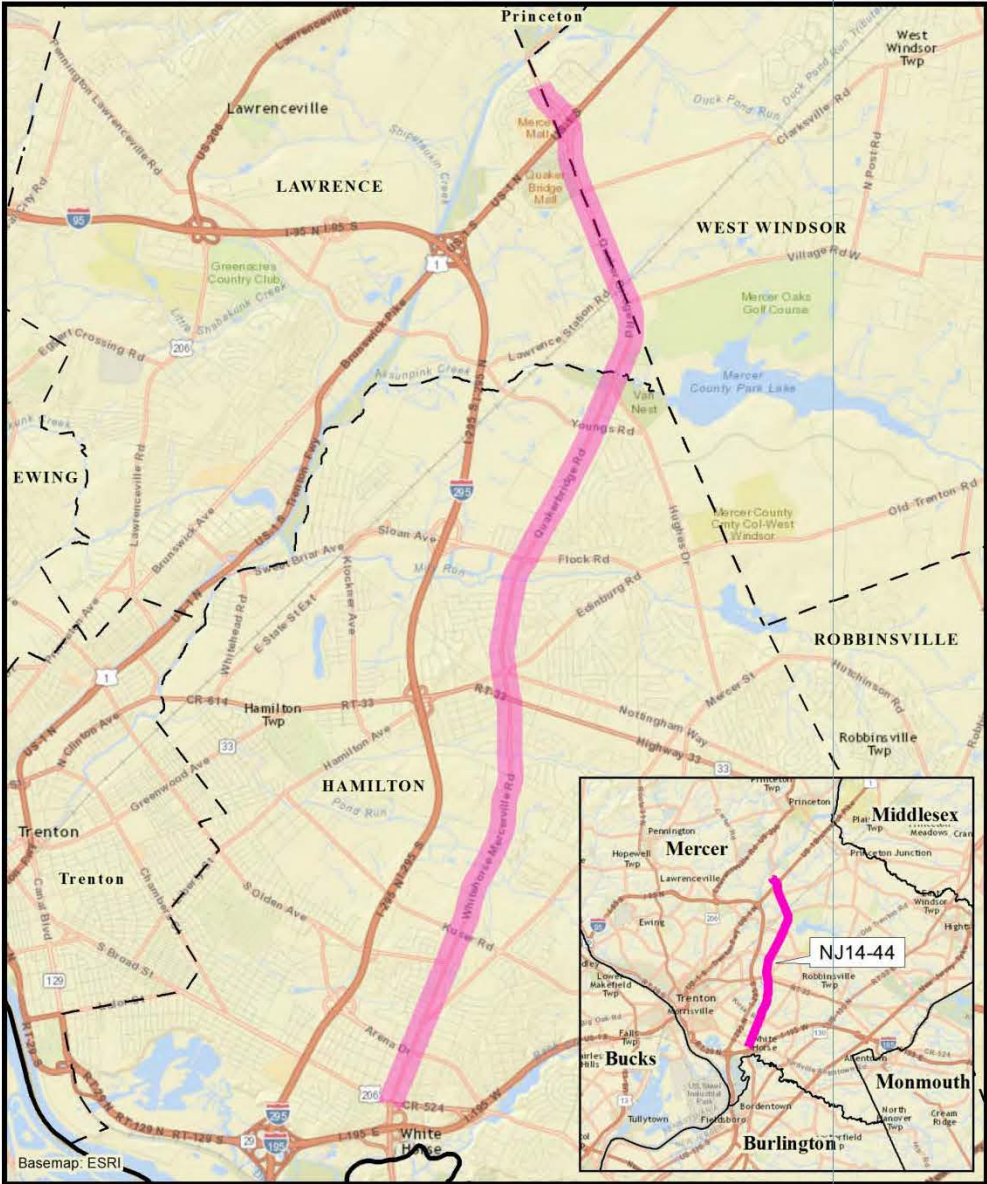


## Advance & Increase CON phase - NJ

### **h. Mercer County Signal Project, CR 533, Mercer County**

- *Modify the FY2014-2017 TIP for New Jersey by advancing the FY20 construction phase to FY15, switching funds from federal STP-STU to STATE-DVRPC funds and increasing the construction cost by \$3,000,000 for the Mercer County Signal Project, CR 533, (DB #D0709), and to also update the description as necessary.*
  
- *Con phase will implement the following at several intersections on CR 533:*
  - *Operations plans from design phase*
  - *Signal timing plans from design phase*
  - *Improving turning radii*
  - *Improving pedestrian safety*
  
- *Improve signal coordination for 21 existing signalized intersections on CR 533 from Whitehorse Circle to Nassau Park Blvd.*

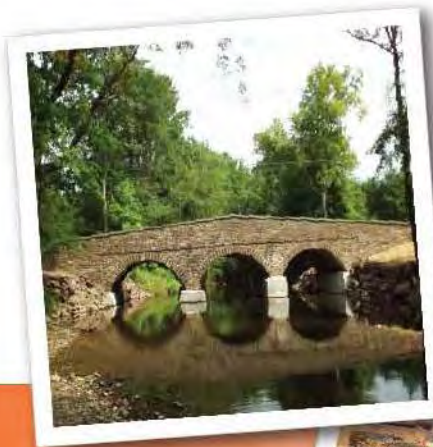
NJ14-44: Mercer County Signal Project, CR 533





***h. Mercer County Signal Project, CR 533, Mercer County***

- Modify the FY2014-2017 TIP for NJ by advancing the FY20 construction phase to FY15, switching funds from federal STP-STU to STATE-DVRPC funds and increasing the construction cost by \$3,000,000 for the Mercer County Signal Project, CR 533, (DB #D0709), and to also update the description as necessary.*



# THANK YOU

DELAWARE VALLEY  
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