

2045 Population Forecasts



Mary E. Bell
Manager
Demographic and
Economic Analysis

July 12, 2016
DVRPC Regional Technical Committee



2045 Population Forecasts: Why now?

- Release of the 2015 population estimates by the U.S. Census Bureau allows us to check DVRPC's adopted 2015 forecast and provides a new base.
- Updated population and employment forecasts are needed for the Connections 2045 long-range plan update, scheduled to be adopted in 2017.
- Updated 2020, 2025, 2030, 2035, and 2040 forecasts are needed for many DVRPC projects, including conformity determination and transportation facilities programming.

2045 County Population Forecasts: Three Alternative Methods

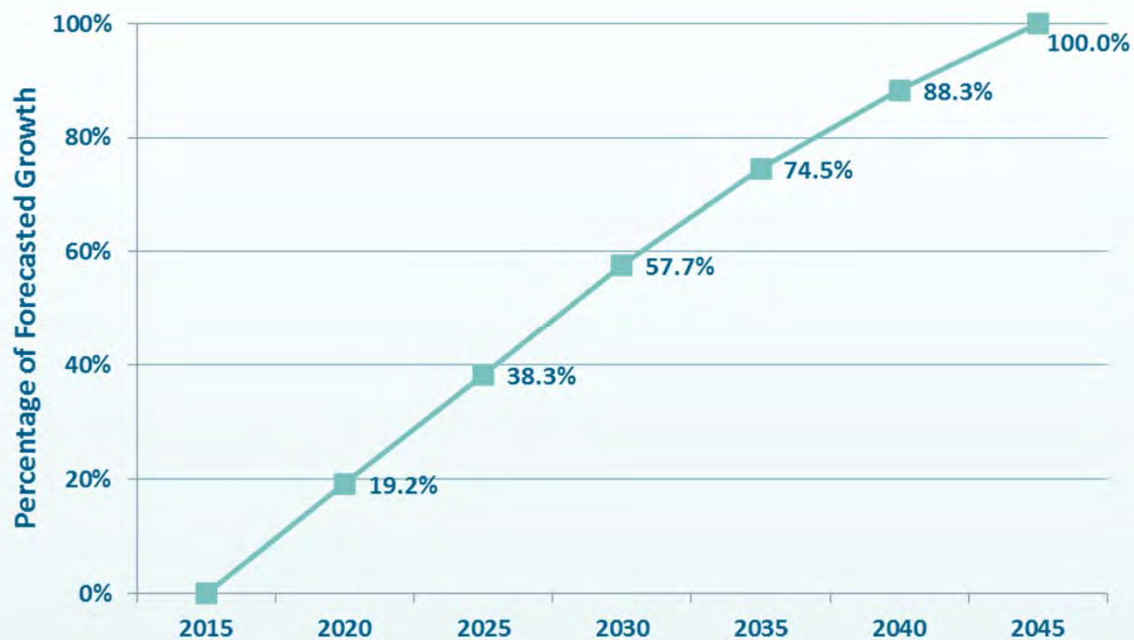
1. Application of a traditional age-cohort survival model to develop individual county forecasts.
2. Redistribution of the 2045 regional population from the age-cohort survival model to the nine counties based on the adopted 2040 population distribution.
3. Application of the five-year, county-level growth rates from the adopted 2040 forecasts to the 2015 Census population estimates, and extension of the 2040 forecasts to 2045.

2045 Population Forecasts

- The three methods created a range of alternative county-level forecasts, within which the 2045 population could reasonably be expected to fall.
- The alternative forecasts were disaggregated to the municipal level based on DVRPC's previously adopted 2040 population forecasts, adjusted to account for differences between the adopted 2015 forecasts and the 2015 Census estimates.
- County planning staffs reviewed the 2045 forecasts and selected their preferred alternatives for county and municipal-level 2045 population from within the defined ranges.

Mid-Year Population Forecasts

- 2020, 2025, 2030, 2035, and 2040 forecasts were calculated by DVRPC staff, based on the population growth predicted for each mid-year increment by the regional age-cohort survival model.



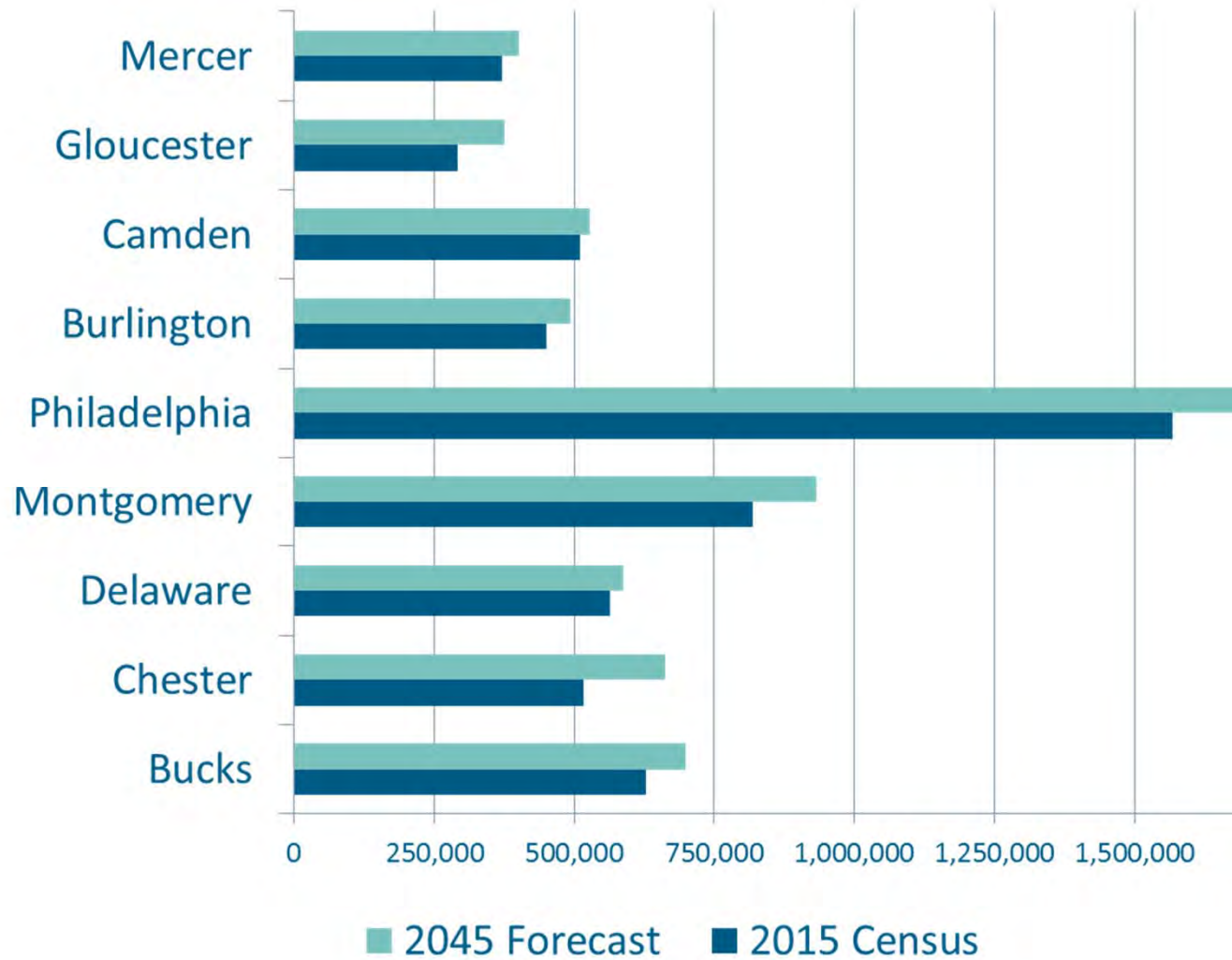
- County planners reviewed the mid-year forecasts and revised them as appropriate, based on local knowledge.

Population, 2015-2045

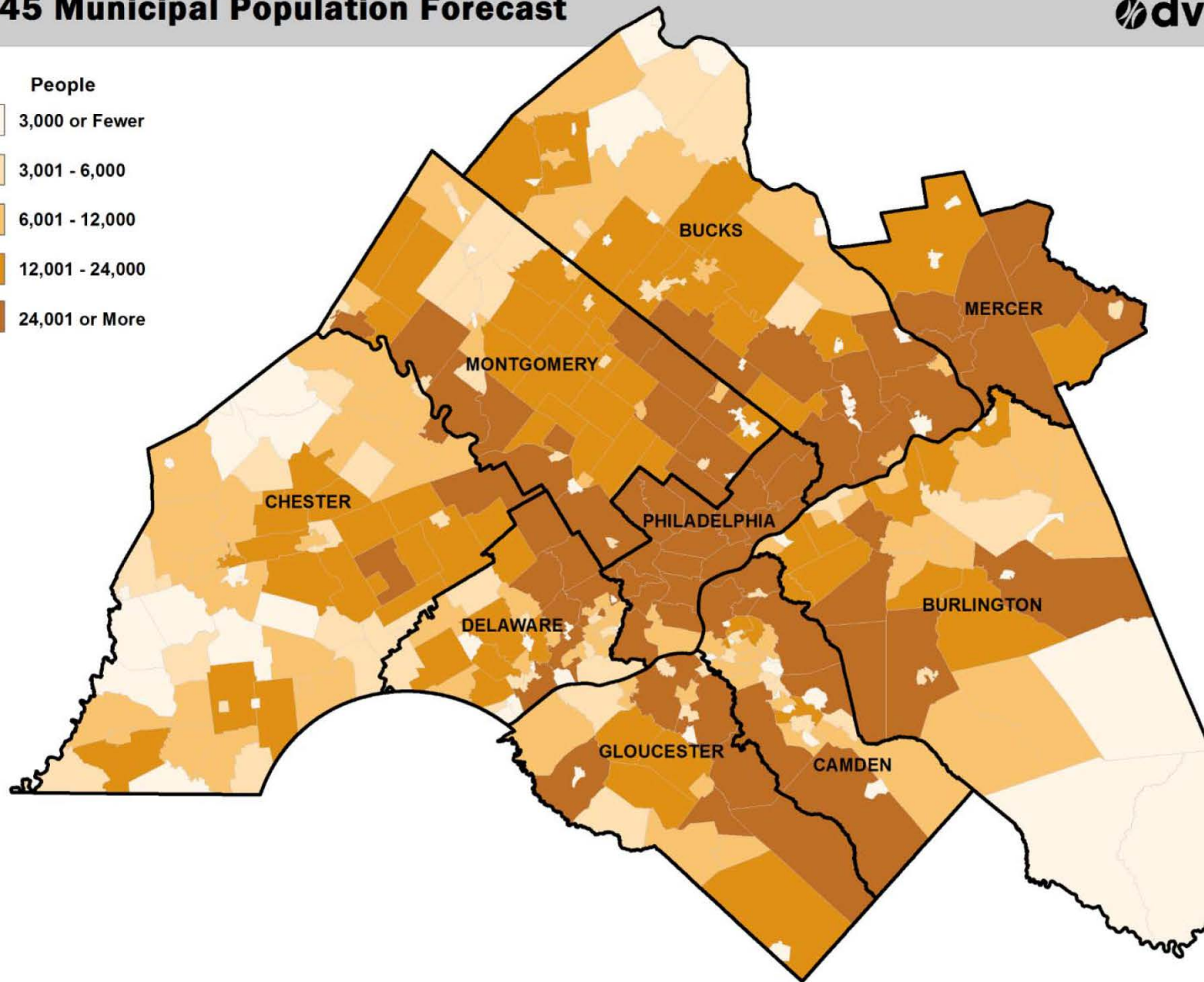
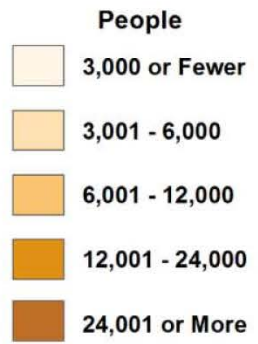


County	2015 Census	2045 Forecast	Absolute Change	Percent Change
Bucks	627,367	699,498	72,131	11.5%
Chester	515,939	662,283	146,344	28.4%
Delaware	563,894	587,037	23,143	4.1%
Montgomery	819,264	932,820	113,556	13.9%
Philadelphia	1,567,443	1,696,133	128,690	8.2%
5 PA counties	4,093,907	4,577,771	483,864	11.8%
Burlington	450,226	492,709	42,483	9.4%
Camden	510,923	526,997	16,074	3.1%
Gloucester	291,479	376,308	84,829	29.1%
Mercer	371,398	402,283	30,885	8.3%
4 NJ counties	1,624,026	1,798,296	174,270	10.7%
9-county Region	5,717,933	6,376,067	658,134	11.5%

Population, 2015-2045



2045 Municipal Population Forecast

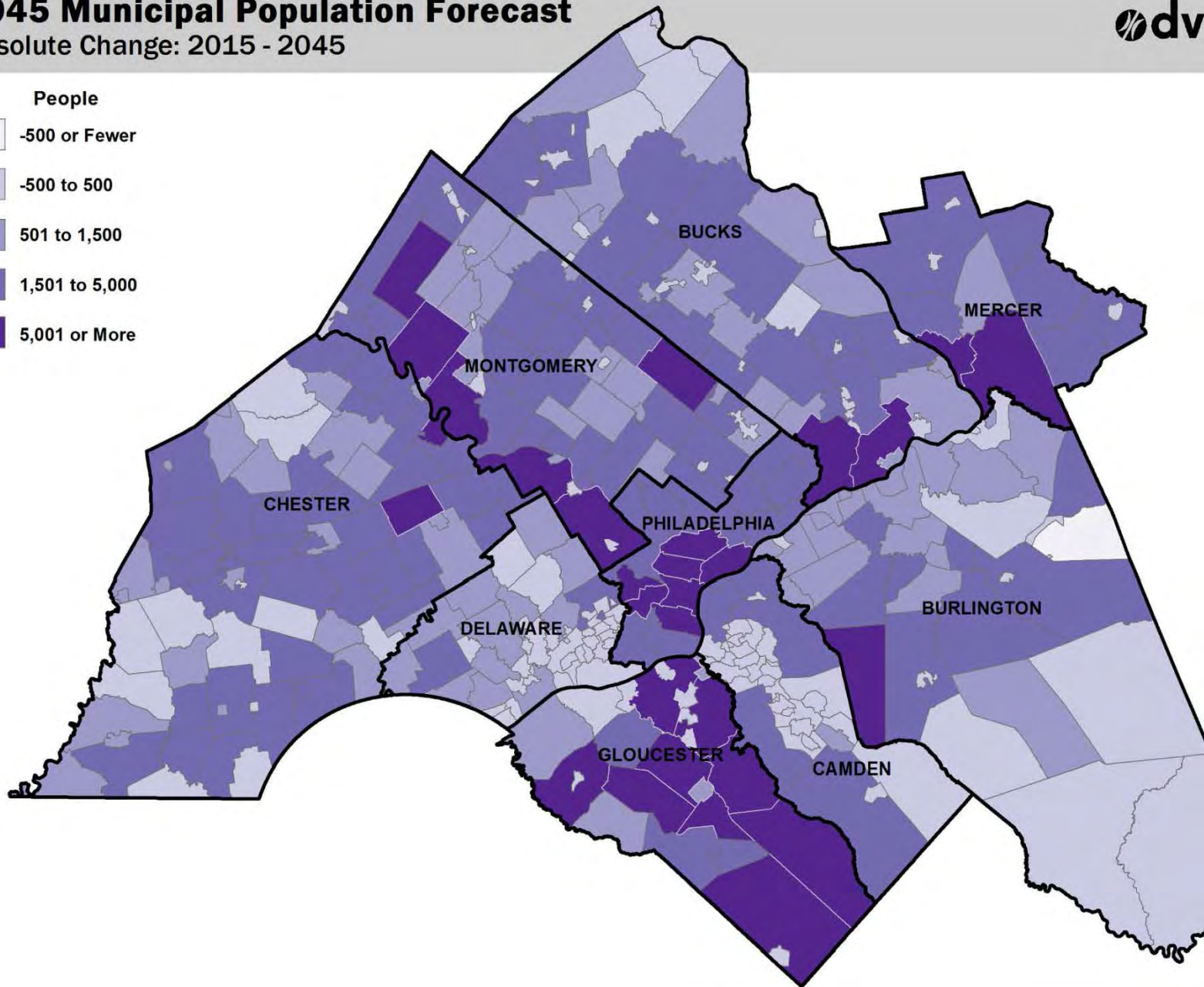
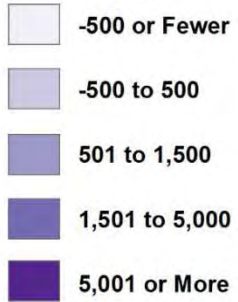


2045 Municipal Population Forecast

Absolute Change: 2015 - 2045



People



2045 Municipal Population Forecast

Percent Change: 2015 - 2045



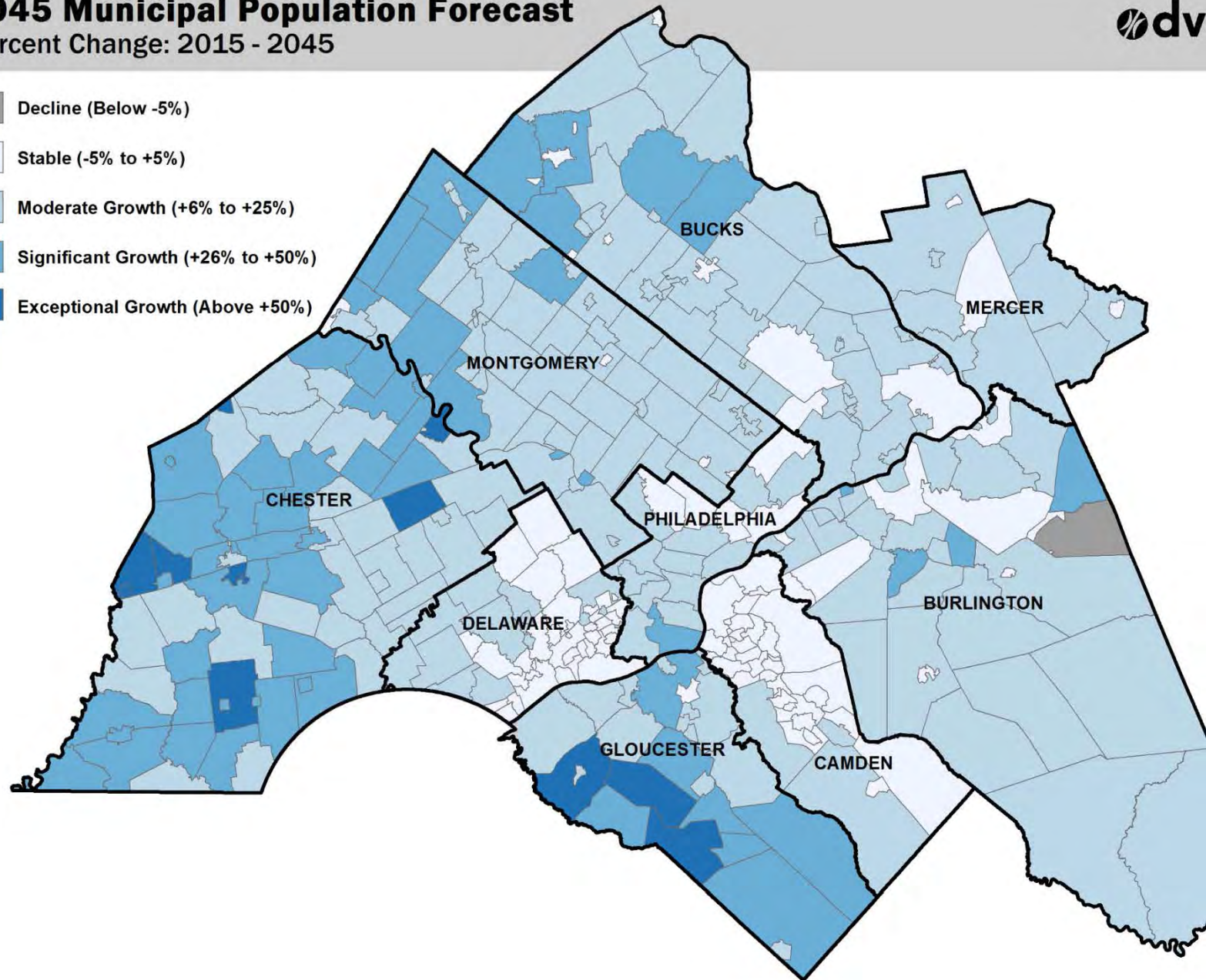
Decline (Below -5%)

Stable (-5% to +5%)

Moderate Growth (+6% to +25%)

Significant Growth (+26% to +50%)

Exceptional Growth (Above +50%)

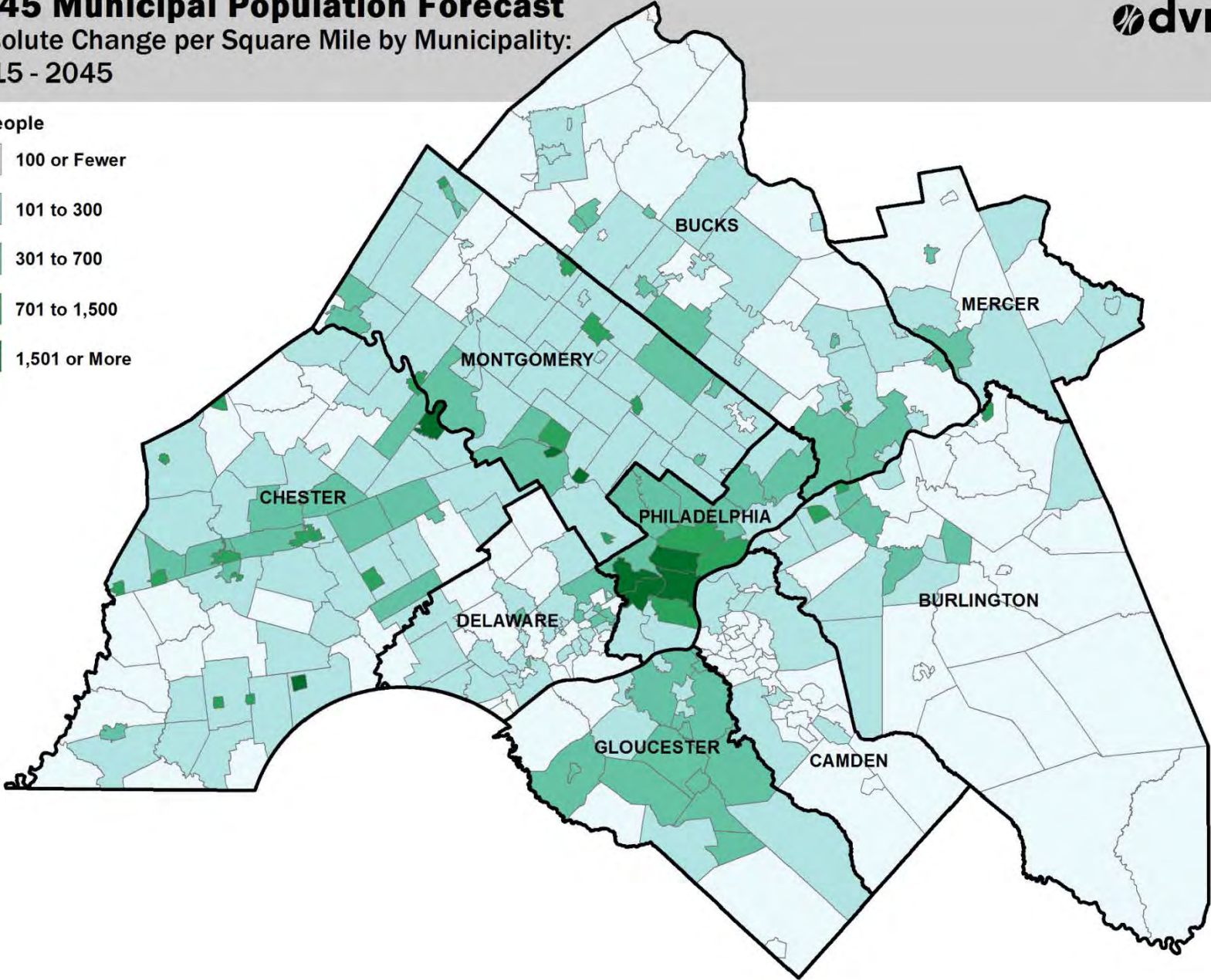


2045 Municipal Population Forecast

Absolute Change per Square Mile by Municipality:
2015 - 2045

People

- 100 or Fewer
- 101 to 300
- 301 to 700
- 701 to 1,500
- 1,501 or More



Comparison to Adopted 2040 Forecast

- Regional absolute and percent growth:
 - 2010-2040: gain of 633,236 people, 11.3% growth
 - 2015-2045: gain of 658,134, 11.5% growth
- Slight increase in the proportion of the region's population living in Philadelphia:
 - 2040: Philadelphia 26%, SE PA counties 45%, NJ counties 29%
 - 2045: Philadelphia 27%, SE PA counties 45%, NJ counties 28%

Next step:

- Prepare employment forecasts in 5-year increments through 2045 (October 2016)

Requested Action

That the DVRPC Regional Technical Committee recommend that the DVRPC Board adopt the 2045 county- and municipal-level population forecasts in five-year increments, as presented.

Thank You!
Questions? Comments?



For more information please contact
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★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

Proposed Adoption of the Draft DVRPC FY2017 TIP for PA

RTC Meeting / July 12, 2016



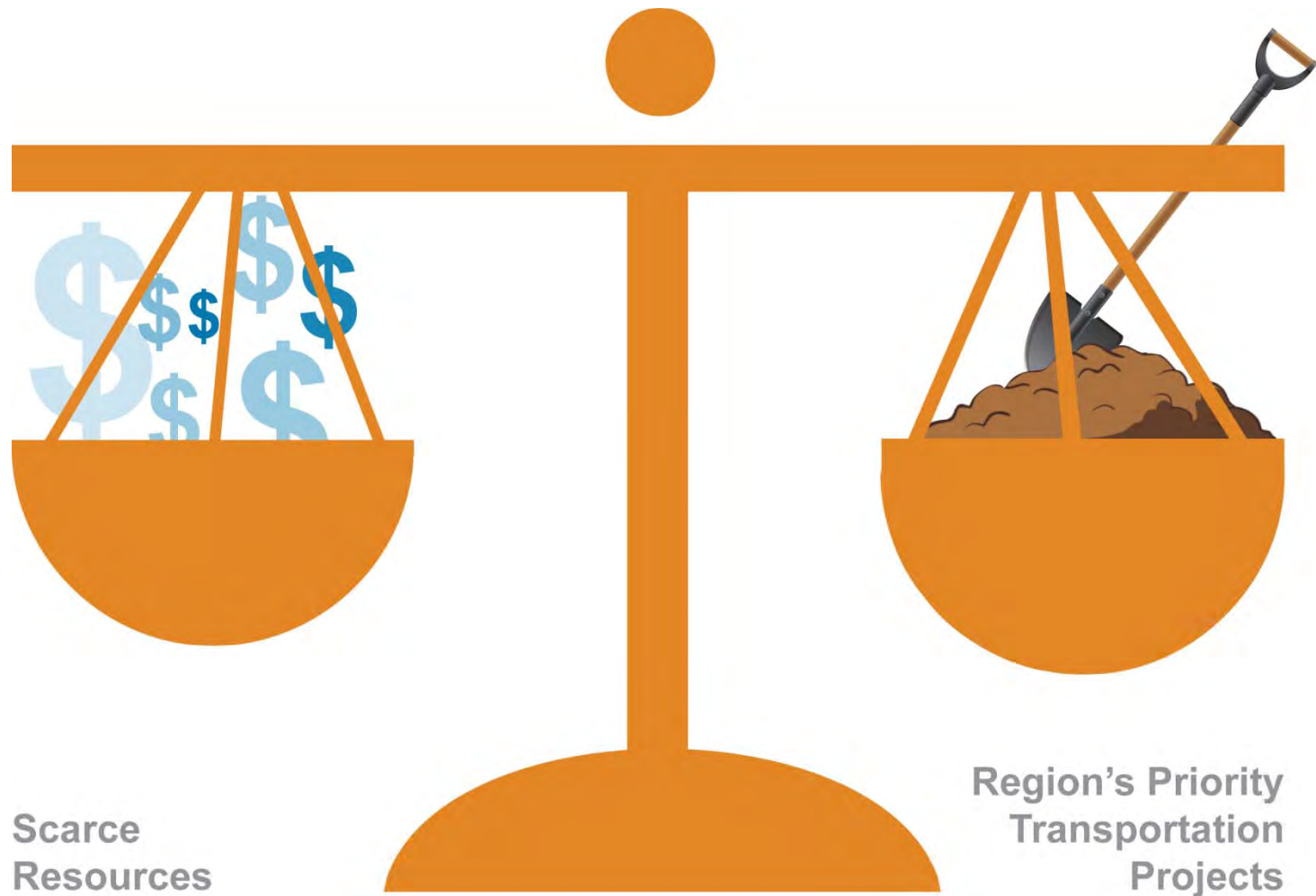


Transportation Improvement Program

Developing and maintaining the Transportation Improvement Program is what makes the region eligible to receive and to spend federal transportation dollars.

PA and NJ TIP = \$7.1 Billion over 4 years

Regional Decision Making





What is the TIP?

- The near-term expression of the Long Range Plan
- Agreed upon list of priority projects that are regionally significant and all other projects seeking federal funds. DVRPC TIP also includes state funded capital improvements.
- Not a guarantee of funds or implementation
- Not a grant of money, but based on reimbursements
- Financially constrained program
- **REQUIRED** by federal legislation



Source: Google Earth

PHOTO CREDITS: BEFORE-GOOGLE EARTH
AFTER-MATTHEW POPEK, MONTGOMERY COUNTY PLANNING COMMISSION



Draft DVRPC FY 2017-2020 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS US 202 to Park Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MRPID:119

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC: 16

AQ Code:2025M

PLANNING AREA: Developed Community; Growing Suburb

IPD: 1

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

CMP Subcorridor(s): 8G, 12B

PennDOT Class: New Alignment

PennDOT Improvement: New Alignment

NHPP:

Provide a two lane extension of Bristol Road (approximately 2000 ft.) from US 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on US 202 and turning movements at the US 202/PA 152 intersection. Project involves relocation of SEPTA siding track, a bridge across the wetlands, widen the intersection at Bristol road and US 202 to provide right and left turning lanes, provide maintenance of traffic during construction, redesign traffic signals and rail road crossing gates at US 202 and Bristol road extension and coordinate with SEPTA.

SAFETEA DEMO #500, PA ID# 334 - \$1.6 Million. SAFETEA DEMO #4775, PA ID# 585 - \$400,000.

Project CMP (Congestion Management Process) commitments include sidewalks, signal and intersection improvements, turning movement enhancements, and coordination with SEPTA. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
PE	581	530											
FD	581			1,126									
ROW	STU				927								
ROW	581				232								
UTL	STP					955							
UTL	581					239							
CON	STP						7,871						
CON	581						1,968						
		530	0	1,126	1,159	1,194	9,839	0	0	0	0	0	0
		Total FY2017-2020				Total FY2021-2024				Total FY2025-2028			
		2,815				11,033				0			

**Multi-year, multi-modal program.
Best estimate of project schedule and costs.
Four-year program, updated every other year.**



Draft FY2017 TIP for PA – \$5.3 B

- 320 Regional Highway projects totaling close to \$2 Billion
- 30 projects funded by \$578 million provided by the Statewide Interstate Management Program (IMP) for I-95 and I-76 Reconstruction projects
- 30 Transit projects totaling \$2.8 Billion



PHOTO CREDIT:
JIM BERGMAIER, PENNDOT

TIP



Cost Summary By Program

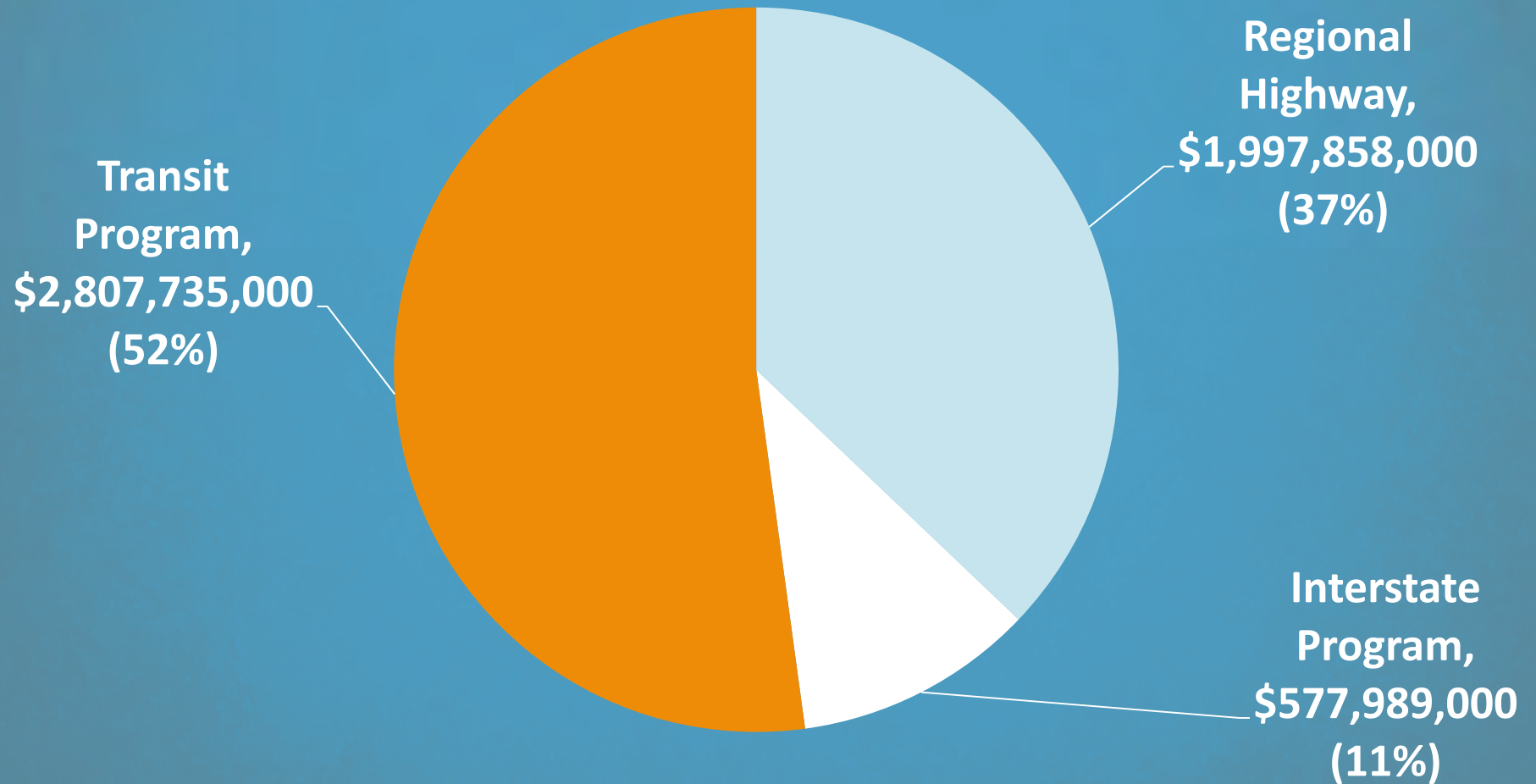




PHOTO CREDIT:
KWAN HUI, DVRPC





Funds by County/Operator

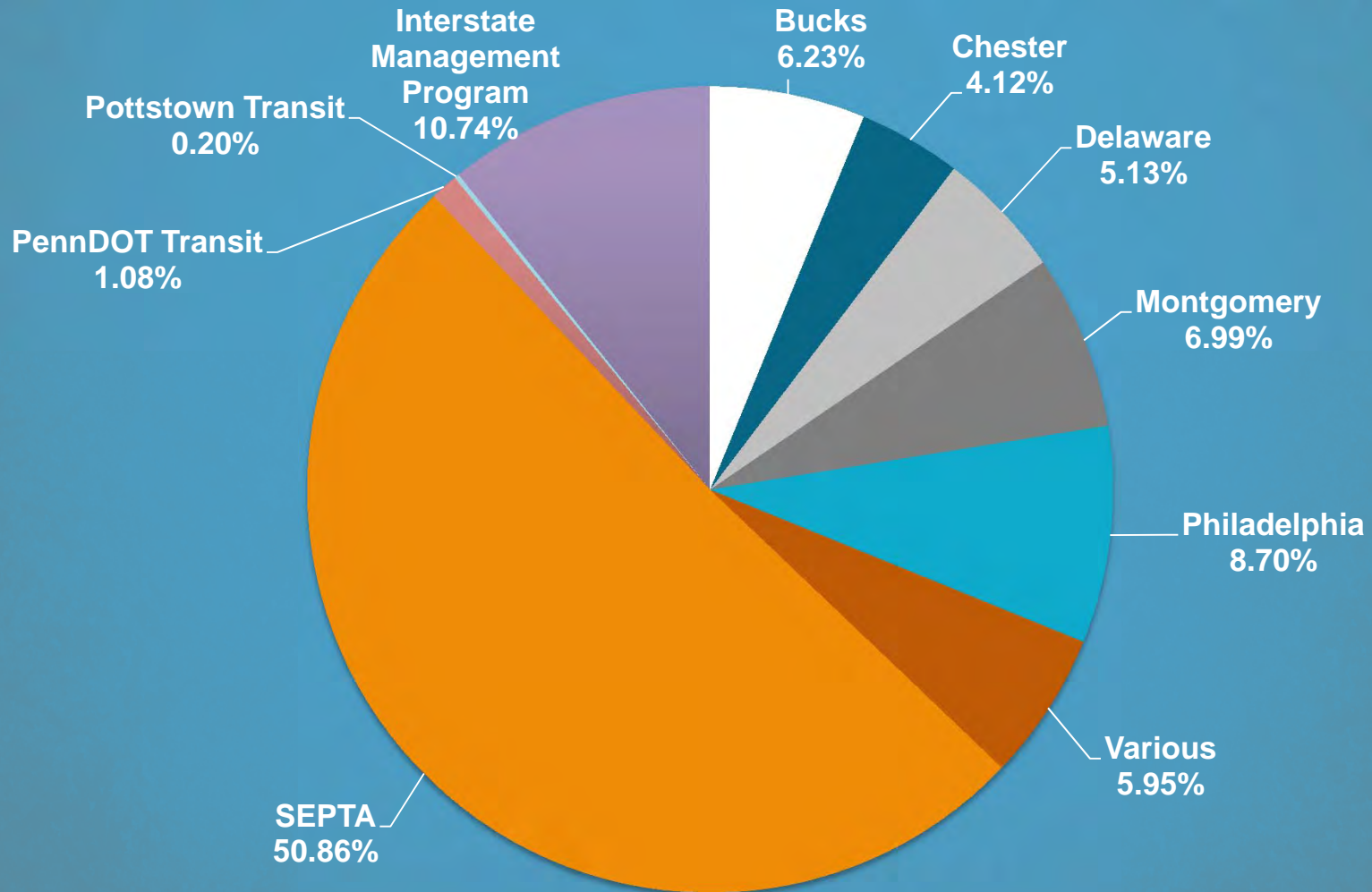




PHOTO CREDITS: SEPTA



Examples of Project Categories (for highway funded projects)

- Bridge Replacement/Rehabilitation - 26%
- Roadway Reconstruction/Restoration – 24%
- Highway New Capacity – 11%
- Interchanges/Intersections, Signals, ITS – 19%
- Bicycle/Pedestrian/Streetscapes – 6%
- PA Turnpike Interchange (includes TPK\$) – 6%
- Transit Flex – 3%
- Other; CMAQ Competitive Program; Transportation Management Associations, Mobility Alternatives and Share-A-Ride programs; Reserve Line Items – 5%

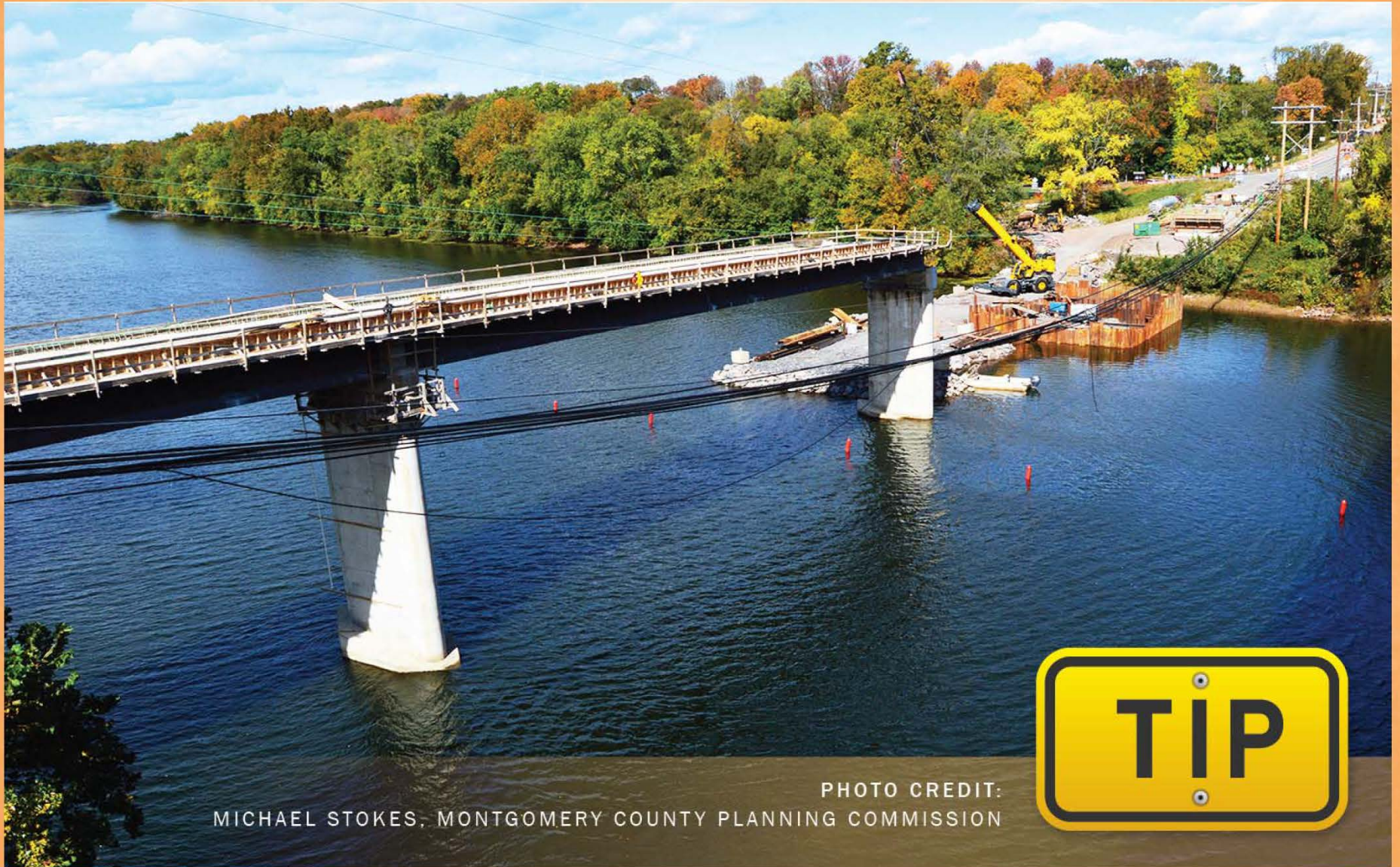


PHOTO CREDIT:
MICHAEL STOKES, MONTGOMERY COUNTY PLANNING COMMISSION





Photo Credit: Matthew Popek,
Montgomery County Planning Commission



Photo Credit:
Michael Baker Inc



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ELIZABETH SCHOONMAKER, DVRPC





Public Comment on Program

- Public Comment Period
 - *May 27, 2016 – June 27, 2016*
- Meeting/Webinar held June 21 at DVRPC Offices, 4-6 PM
- Comments were sent:
 - *Electronically via Public Comment Web Application at **www.dvrpc.org/tip***
 - *or by US Mail to DVRPC*
 - *Or by fax to 215-592-9125*
- View complete documents on website **www.dvrpc.org/tip**



Comments and Responses

- “Index of Comments” – summary and commenter
- All Comments Received
 - *Each “Issue” has an “Item ID”*
 - *from Individuals*
 - *from our DVRPC “Planning Partners”*
 - *from Agencies or Organizations*
- Responses provided by appropriate entity (will be completed prior to Board Meeting on July 28, 2016)



Comments and Responses

- Support for “The Circuit” Line Item and various projects that advances “The Circuit” network - 161
- Support for Retrofit for Bike Lanes and Shoulders - 22
- Design Concerns
- Support of projects
- Opposition to project
- Requests that projects advance



www.dvrpc.org/tip



Draft FY2017 Transportation Improvement Program (TIP) for PA

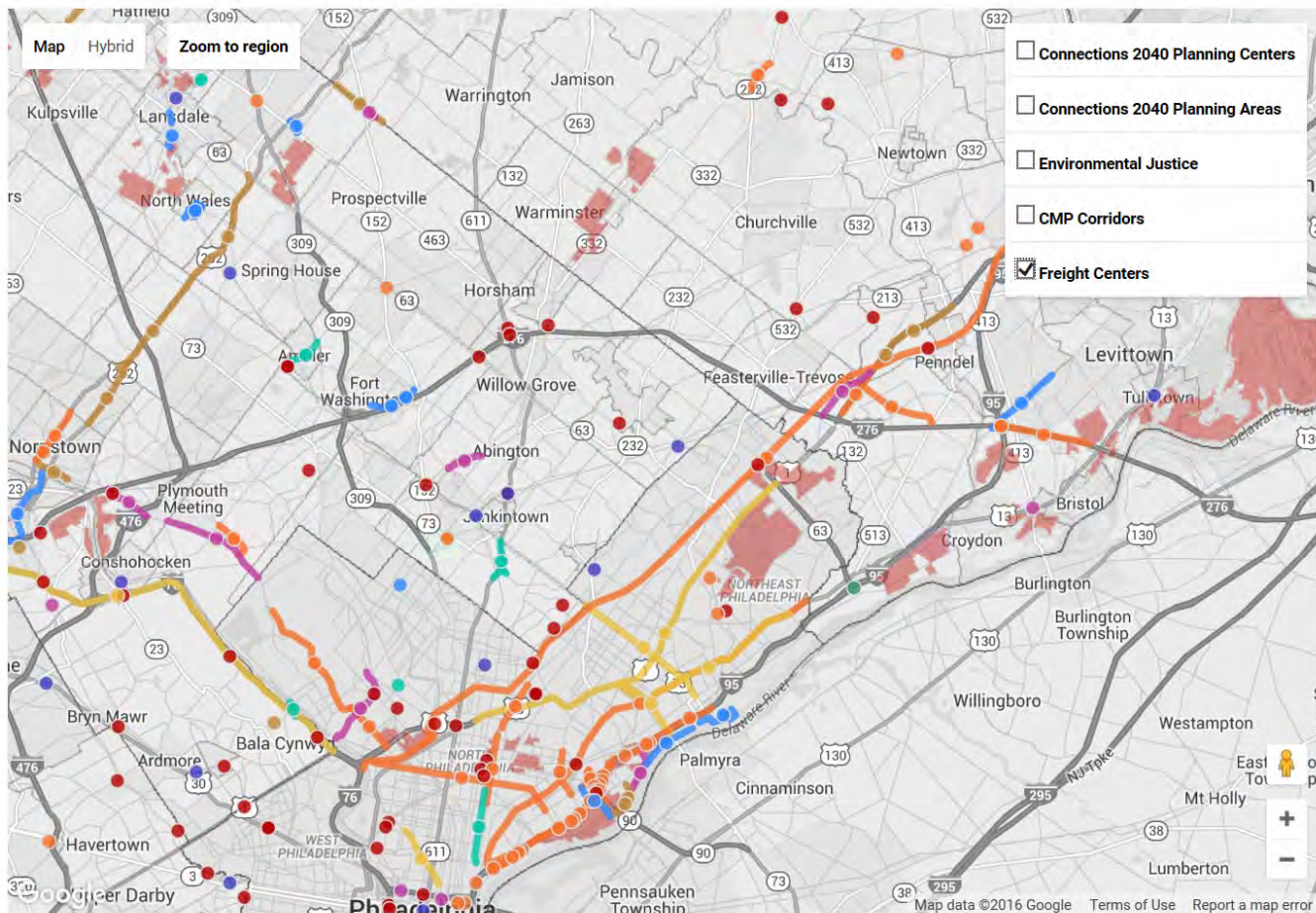
Zoom to Address

What is the TIP?

Purpose

How To Use

Legend



Comments

Search

Project Categories

Click to show/hide all

Bicycle/Pedestrian Improvement

Bridge Replacement

Streetscape

Transit Improvements

Signal/ITS Improvements

Roadway Rehabilitation

Roadway New Capacity

Intersection Improvements

Other

Zoom to



Memorandum of Understanding (MOU)

MOU for Amending and Modifying the Program – Minor Updates to provide consistency with PennDOT/FHWA/FTA MOU

- FAST Act language
- Cost decreases \geq \$5 M – Board Action
- Cost decreases $<$ \$5 M – Administrative Action
- Removed references to Betterments Line Item
- Removing programmed funds \geq \$5 M – Board Action
- Removing programmed funds $<$ \$5 M – Administrative Action
- All new projects to DVRPC TIP funded by statewide managed programs – Board Action
- Federalizing – Administrative Action
- Removed references to Transition Projects



- Recommended Changes –
table of changes that would
become part of the final TIP
document
 - *(note that yellow highlighted changes are new since
mailed to RTC last week)*



Proposed Recommended Changes

- Schedule Adjustments and Cost Restructuring (pgs. 1-3)
 - *Cash flow changes – do not change project cost*
 - *Funds may not be needed for a phase*
 - *Earmarks removed or used on original project*
 - *Switch fund source*
 - *Breakout projects*
 - *Moving funds between individual projects and appropriate Line Item or between Line Items*
 - *Minor cost increases or decreases*



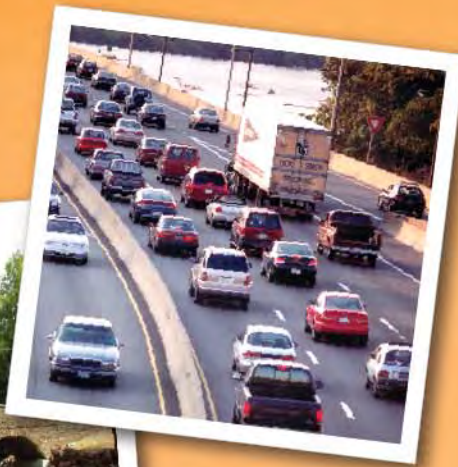
- Highway Project Removals (Page 3)
 - *Funds for the project have already been obligated - Remove project – project has been advertised!*



- Highway Project Additions (Pages 3-20)
 - *Individual bridges identified for County Bridge Line Item*
 - *Projects that were expected to be obligated this federal fiscal year but were not, and need to be added back in*
 - *Breakout projects including one with a new study phase*
 - *11 recently selected and approved ARLE (Automatic Red Light Enforcement) projects (additional funds to region)*
 - *56 recently selected and approved Green Light Go projects (additional funds to region)*



- Project Scope and Description Revisions (Pages 21-24)
 - *Update project limits*
 - *New/updated project descriptions or corrections*
 - *Bristol Road, US 1 Baltimore Pike, Bridge Groups R and S, Swamp Road, JFK Boulevard at 32nd Street, etc...*
- Technical Corrections for Final TIP Document
 - *Minor description or title edits, rounding issues*
- New projects if funded with Discretionary Funding and do not impact conformity, constraint, or CMP



THANK YOU!!



ADOPT THE PA 2017 TIP!!

Approve the Memorandum of Understanding
and
Adopt the DVRPC FY2017
Transportation Improvement Program
(TIP)
for Pennsylvania (FY2017-FY2020)
with the proposed
Recommended Changes
as the region's official selection of
transportation projects for funding

2016 Competitive CMAQ Program for Pennsylvania



July 12, 2016



What is the DVRPC Competitive CMAQ Program?

- The Congestion Mitigation and Air Quality (CMAQ) Program is a federal program that funds transportation projects that will help improve air quality and reduce congestion in areas not meeting the federal health based standards for air quality.
- DVRPC set aside \$20 million of the region's CMAQ funds for an open, competitive program in Pennsylvania.

Applications

- Application Period open from January 21, through April 21, 2016
- Publicized program through DVRPC listserv, website, DVGMTF, and social media
- Held mandatory information session in February
- Application and program guidance posted on DVRPC CMAQ website (www.dvrpc/cmaq)
- Received 27 applications for 7 eligible project types from 22 organizations
- Requests totaled \$55.5 million

Applications

- City / State Agencies
 - PennDOT, PGW, School District of Philadelphia,
- Counties
 - Bucks and Philadelphia
- Municipalities
 - Abington, Aston, Concord, E. Goshen, Hatfield, Haverford, Lower Salford, Nether Providence, Northampton, Plymouth, and Upper Moreland Twps.
 - Conshohocken, Norristown, and Media Boroughs
- Non-profits
 - Clean Air Council, GVF, UCD, PIDC

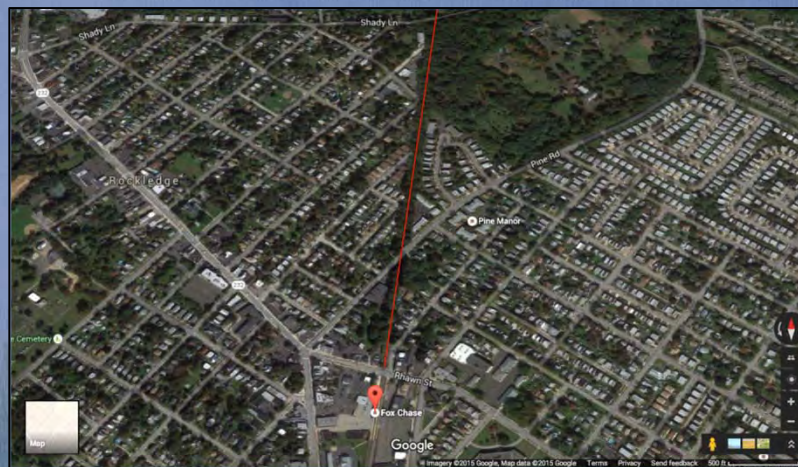
Project Types

- Alternative Fuel Vehicles
- Anti-Idling
- Diesel Replacements
- Bike and Pedestrian Facilities
- Roadway Operations Improvements
- Transportation Demand Management
- Transit



Selection Process

- Selection Committee
 - PA RTC TIP Subcommittee, Industry, Public
- Selection Criteria
 - Mix of objective (4) and subjective criteria (2)
 - Same as 2015 NJ Competitive CMAQ



Selection Process

- Reviewed applications
 - All projects evaluated for emissions reductions
 - Eligibility questions referred to FHWA
 - Staff provided all scores for objective criteria to reviewers
 - Averaged scores from reviewers for subjective criteria
 - Consulted with PennDOT for signal projects
- Selection committee made final decision

Selected Projects

Applicant	County	Project	CMAQ Request	Local Contribution	Emissions Benefits (Tons/Year)	
					NO _x	PM _{2.5}
Abington Township	Montgomery	Easton Road Traffic Signal System Project	\$780,195	\$195,049	0.52	0.02
Bucks County	Bucks	Neshaminy Greenway Trail	\$1,823,000	\$456,000	0.04	0.00
Concord Township	Delaware	Smithbridge Rd. Corridor Improvement Project	\$1,589,500	\$438,000	0.28	0.01
Conshohocken Borough	Montgomery	Fayette Street Traffic Signal Improvements – Phase 2	\$799,606	\$71,393	0.46	0.02
East Goshen Township	Chester	Paoli Pike Trail Segment D-E	\$1,736,000*	\$679,400	0.02	0.00
Hatfield Township	Montgomery	Route 463 Traffic Signal System Project	\$913,160	\$228,290	0.86	0.04
Haverford Township	Delaware	Installation of Adaptive Signal Controls Along Route 3	\$560,000	\$140,000	0.60	0.02
Media Borough	Delaware	Pedestrian Enhancements for Media Borough	\$727,854	\$181,964	0.07	0.00
Nether Providence Township	Delaware	Connecting Wallingford to Mass Transit	\$370,168	\$100,994	0.01	0.00
Norristown Borough	Montgomery	West Main Street Traffic Signal Improvements	\$487,825	\$63,630	0.33	0.01
PennDOT	Chester and Delaware	US 202/US 1 ITS Corridor	\$3,300,000	State Match	1.83	0.09
Philadelphia (OTiS)	Philadelphia	Ramping up to Rapid Transit on Roosevelt Boulevard	\$1,999,500	\$990,000	0.61	0.03
Philadelphia (OTiS)	Philadelphia	Reformatting N. 5th Street as a Complete Street	\$2,020,000	\$555,000	0.97	0.05
Philadelphia (OTiS)	Philadelphia	Advancing CNG in Philadelphia	\$2,000,000	\$2,000,000	2.16	0.10
Philadelphia (Parks)	Philadelphia	Fox Chase Lorimer Trail	\$868,700	\$136,000	0.05	0.00
PIDC	Philadelphia	Navy Yard Contra Flow Loop Shuttle	\$416,280	\$428,760	0.42	0.02
Plymouth Township	Montgomery	Plymouth Township CNG Vehicles	\$515,955	\$128,989	2.09	0.09
Total			\$20,907,743*	\$6,793,469	11.30	0.52

*\$1,000,000 CMAQ funds set aside in Regional TAP line item for Circuit Trails

Slide 8

BE8

I suggest changing the title of the slide so that Selected Projects - NJ is all on one line.

Burke, Erin, 10/2/2015

Requested Action

That the RTC recommend the Board approve the list of recommended projects to be funded as part of the DVRPC Competitive CMAQ Program (2016). The projects will be amended to the FY 2017 TIP for PA under the line item for Local CMAQ Initiatives (MPMS 48201). Projects will be drawn from the line items at the appropriate time.



**Transportation Conformity Demonstration:
Connections 2040 LRP and FY 2017 Transportation
Improvement Program for Pennsylvania**

Regional Technical Committee

July 12, 2016

Presentation

- ❖ Conformity Overview
- ❖ DVRPC Region
- ❖ Emissions Analysis Results
- ❖ Air Quality Trends
- ❖ Requested Action

Conformity Overview

Conformity Triggers

- ❖ A new FY 2017 TIP for Pennsylvania
- ❖ Amendment to *Connections 2040 LRP* that adds regionally significant and nonexempt project in PA
- ❖ No significant changes to TIP or Plan projects in NJ
 - no conformity required for NJ

Conformity Overview

There are five major sources of emissions

- ❖ Stationary – power plants, industrial boilers, etc.
- ❖ Industry – petroleum refineries, cement kilns, etc.
- ❖ Miscellaneous – Wildfires, agriculture, construction, etc.
- ❖ Non-Road Mobile Sources – trains, planes, construction equipment
- ❖ On-Road Mobile Sources – cars, trucks, buses
 - Accounts for 38% NO_x, 14% VOC, 3% PM_{2.5}

Source: FHWA Transportation Air Quality Selected Facts and Figures

Conformity Overview

Transportation Conformity is a federal requirement to control emissions of on-road, mobile sources in designated air quality Non-attainment or Maintenance Areas



Who Must Demonstrate Conformity?

Non-Attainment Areas

- ❖ Region not meeting federal air quality standards (NAAQS)

Maintenance Area

- ❖ Area that previously was in non-attainment



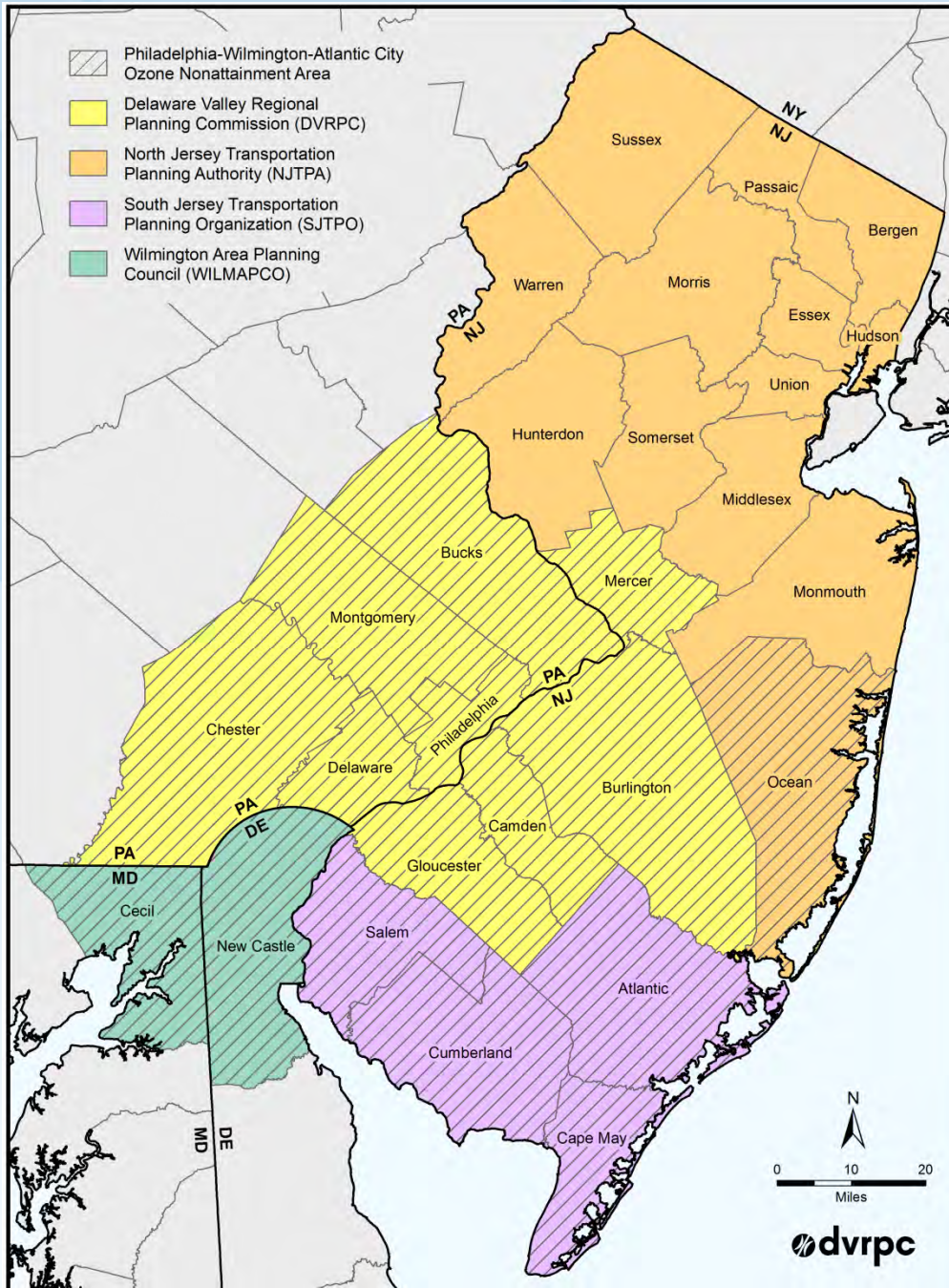
State Implementation Plans (SIPs)

- ❖ States must develop plans (SIPs) to meet or continue to maintain the NAAQS

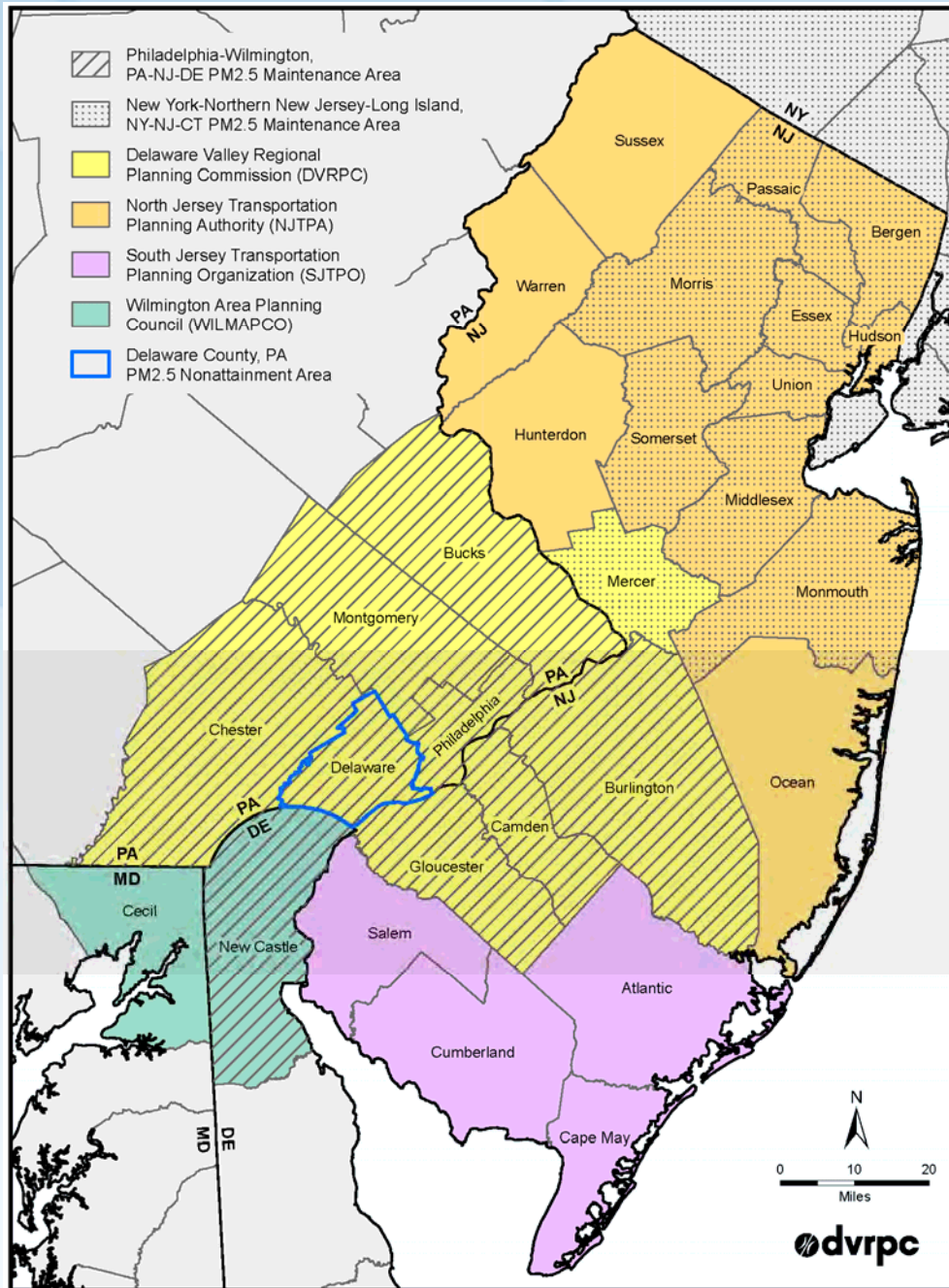
Conformity Test

Conformity is tested against SIP “Budgets”

- ❖ A budget is an emissions ceiling established in the SIP
- ❖ Projected emissions from projects in the TIP and Plan are compared to SIP budgets
- ❖ If projected emissions are less than budget, the TIP or Plan is conforming to the SIP

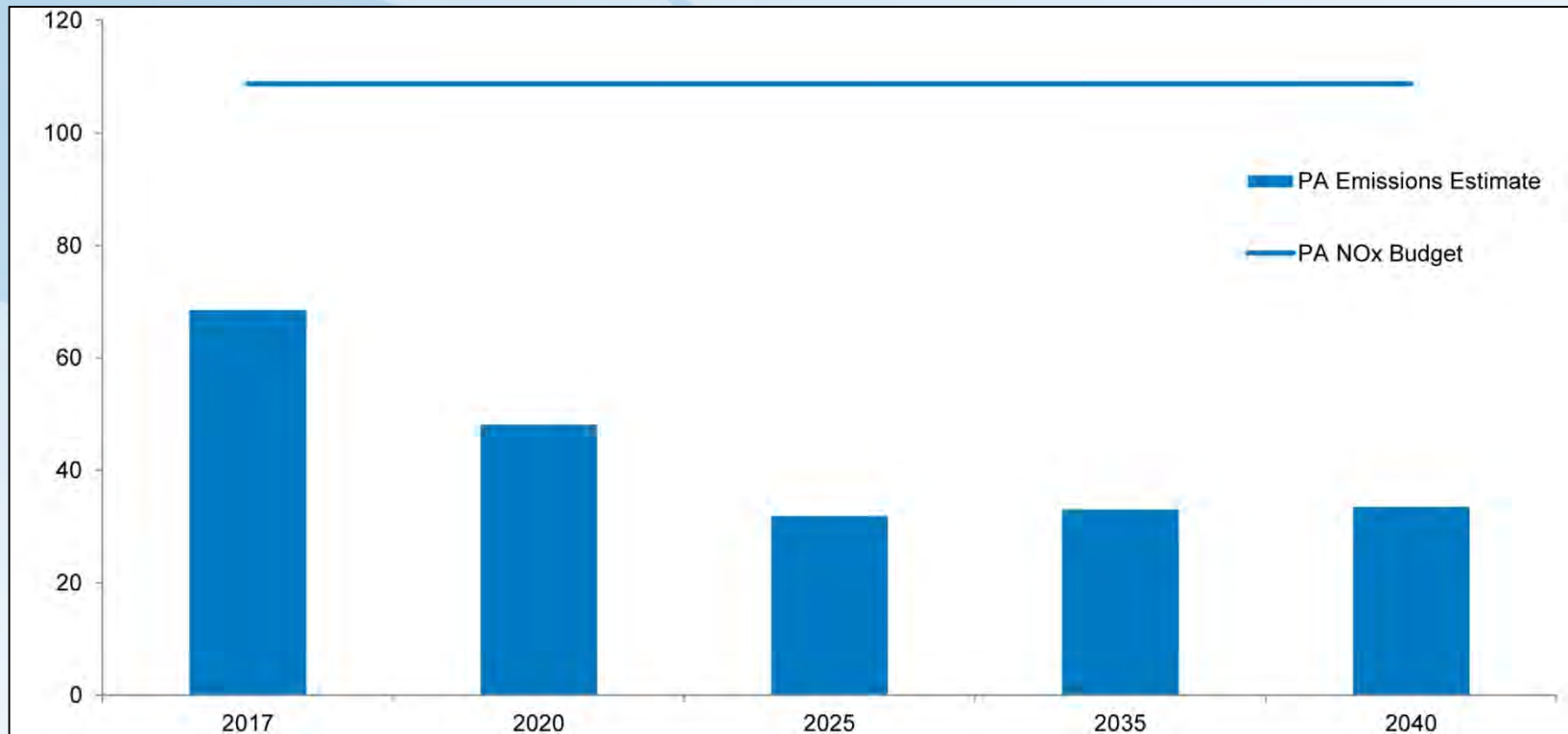


Ozone Non-Attainment Area

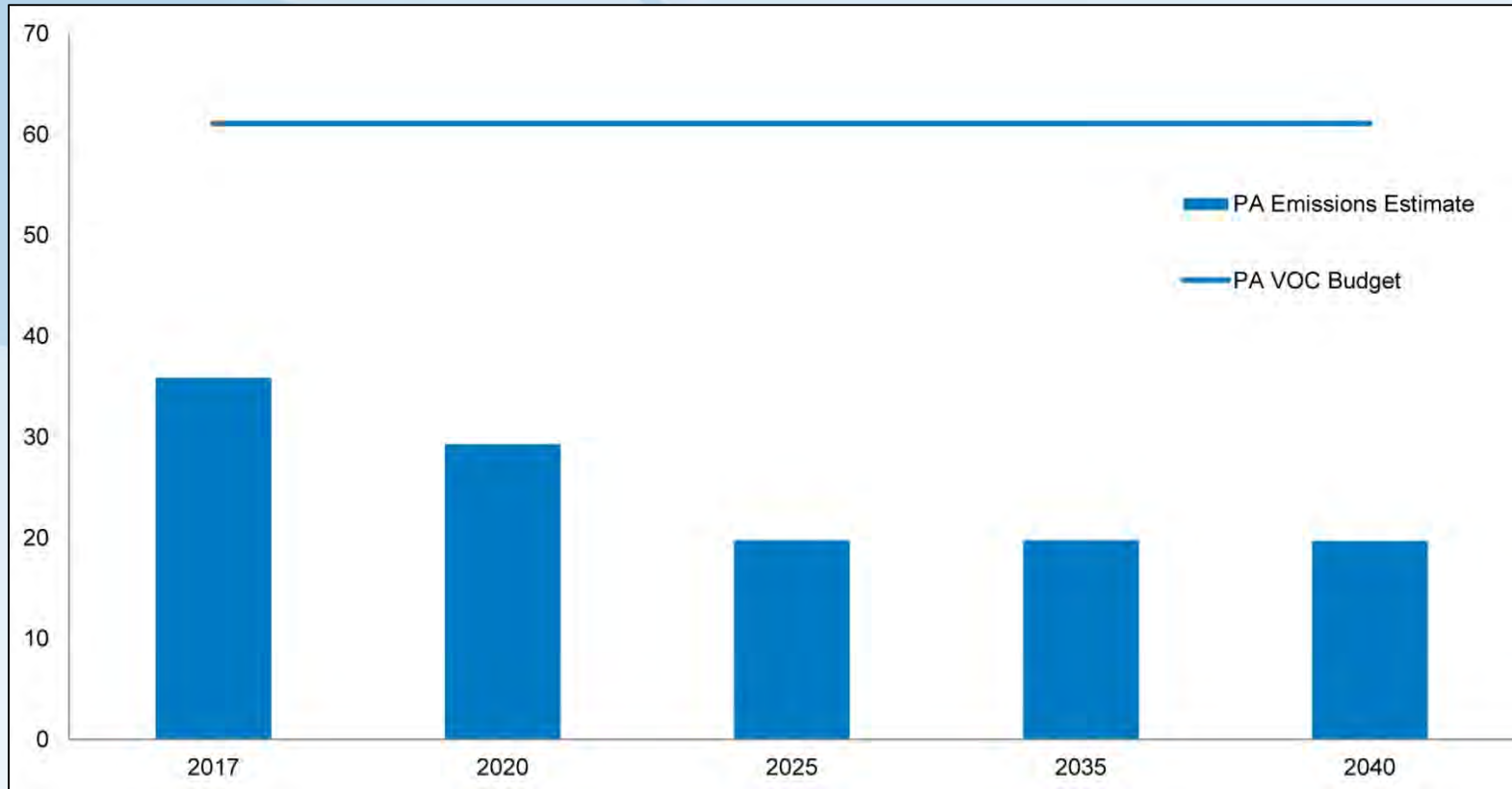


PM_{2.5} Maintenance Areas

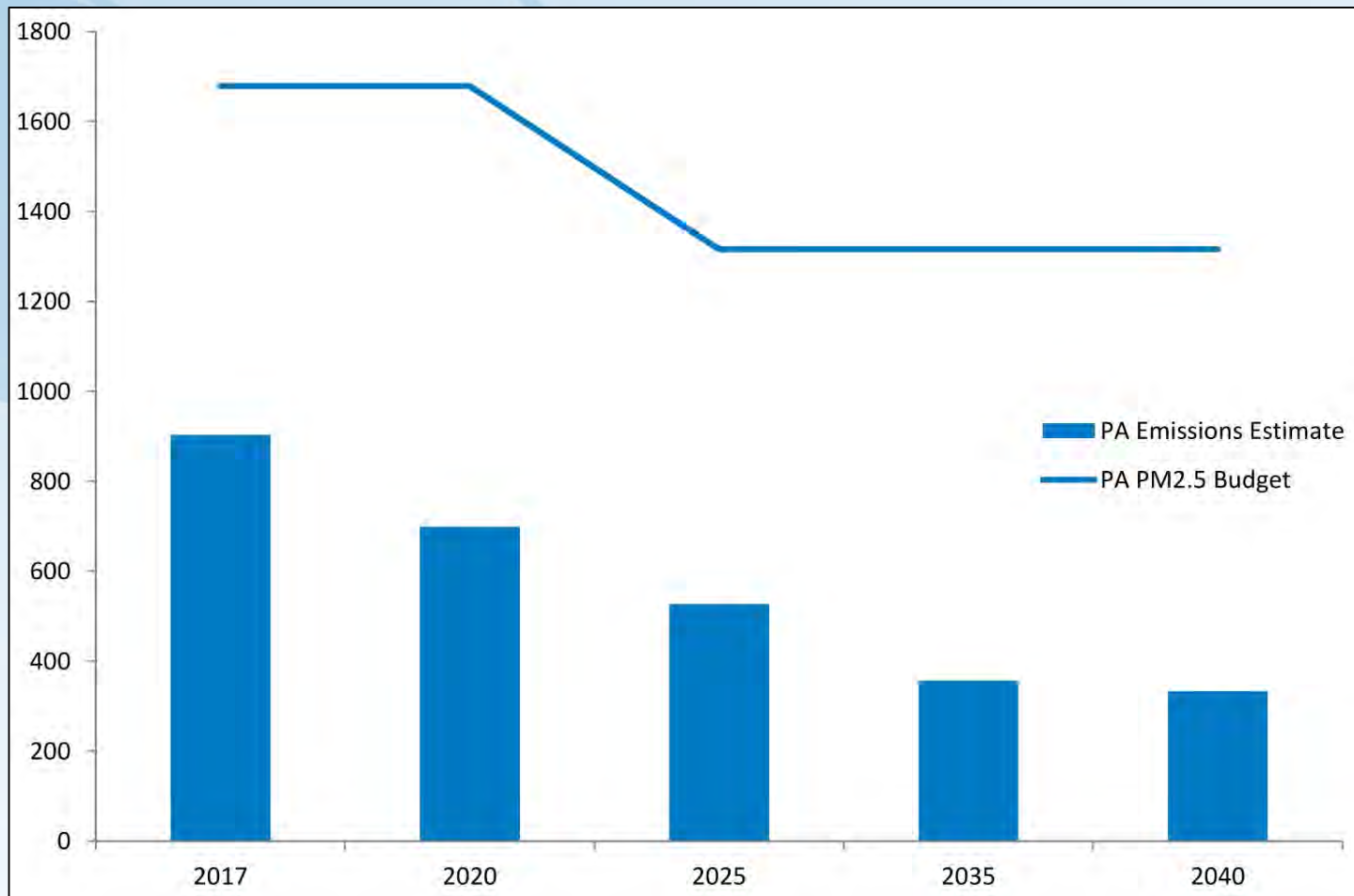
NO_x Emissions Results



VOC Emissions Results



PM_{2.5} Emissions Results



Emissions Analysis Results

FY 2017 PA TIP and the *Connections 2040* LRP

- ❖ “Conform” to the corresponding SIPs and the current final conformity guidance under CAAA including all applicable NAAQS requirements
- ❖ Transportation investments identified in the TIPs and the Plan do not impede efforts to attain NAAQS

Conformity Results

- ❖ Meet the 8-hour ozone, daily and annual PM_{2.5}, and CO SIP requirements
- ❖ Replaces the existing conformity finding of February 2016

Public Comment

Public Comment Period

- ❖ June 3 through July 5, 2016
- ❖ One public meeting (June 21, 2016)

Comments were accepted:

- ❖ At Public Meeting
- ❖ Online (<http://www.dvrpc.org/AirQuality/Conformity>)
- ❖ Via mail and fax

There were no comments on the conformity finding.

Regional Air Quality Trends

- ❖ Air Quality has been consistently improving
 - Due to federal regulations and emissions control technologies
 - Fewer days violating the NAAQS and lower pollutant peaks
- ❖ Rising temperatures fuel ozone formation
- ❖ Stricter NAAQS challenge the region to meet standards

Regional Air Quality Trends



Requested Action

That the RTC recommend that the DVRPC Board adopt the conformity findings of *Connections 2040* LRP and FY 2017 TIP for Pennsylvania for Ozone, PM_{2.5}, and CO in the DVRPC planning area.



Questions

Sean Greene
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CONNECTIONS 2040
PLAN FOR GREATER PHILADELPHIA

fostering sustainability, equity and innovation

Transportation Investment Amendments to the Long-Range Plan

Regional Technical Committee I July 12, 2016

I-76 Integrated Corridor Management



Proposed I-76 ICM Scope

- Variable Speed Limit / Queue Detection
- Dynamic lane assignments, and junction control improvements
- Adaptive ramp metering
- Continuous Monitoring Systems
- Responsive Traffic Signal System
- Multimodal Coordination SEPTA / Biking Enhancements
- Part-Time Shoulder Use*

* DVRPC studying for feasibility.

Part-Time Shoulder Use



Consistency with the Long-Range Plan

- Consistency with the Land Use Vision and Goals
- Invest in Designated Plan Centers
- Create a Safer Transportation System
- Improve Mobility and Accessibility
- Reduce Congestion
- Improve Transportation System Operations
- Limit Transportation Impacts on the Natural Environment
- Fiscal Constraint
- Air Quality Conformity

Public Outreach

- Public comment period from May 27 to June 27, 2016
- Advertised in local newspapers, and via website, email blast, stakeholder partners, and social media
- One Public Information Session
June 21st at DVRPC Offices (with a webinar option)
- Comments could be submitted:
In person at a public comment meeting, online, fax, or mail
- 4 comments were submitted, none pertaining to amendment

Action

Recommend the Board Amend the *Connections 2040* Plan to include the I-76 Integrated Corridor Management in the set of fiscally-constrained projects in the long-range plan.



Transportation
Improvement
Program

TIP

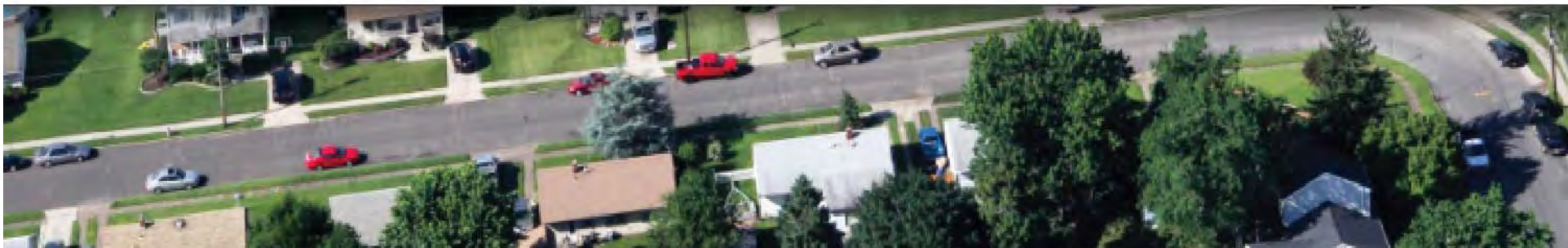
TIP Actions

Transportation Improvement Program

Pennsylvania TIP (FY2015-2018)

New Jersey TIP (FY2016-2019)

July 2016



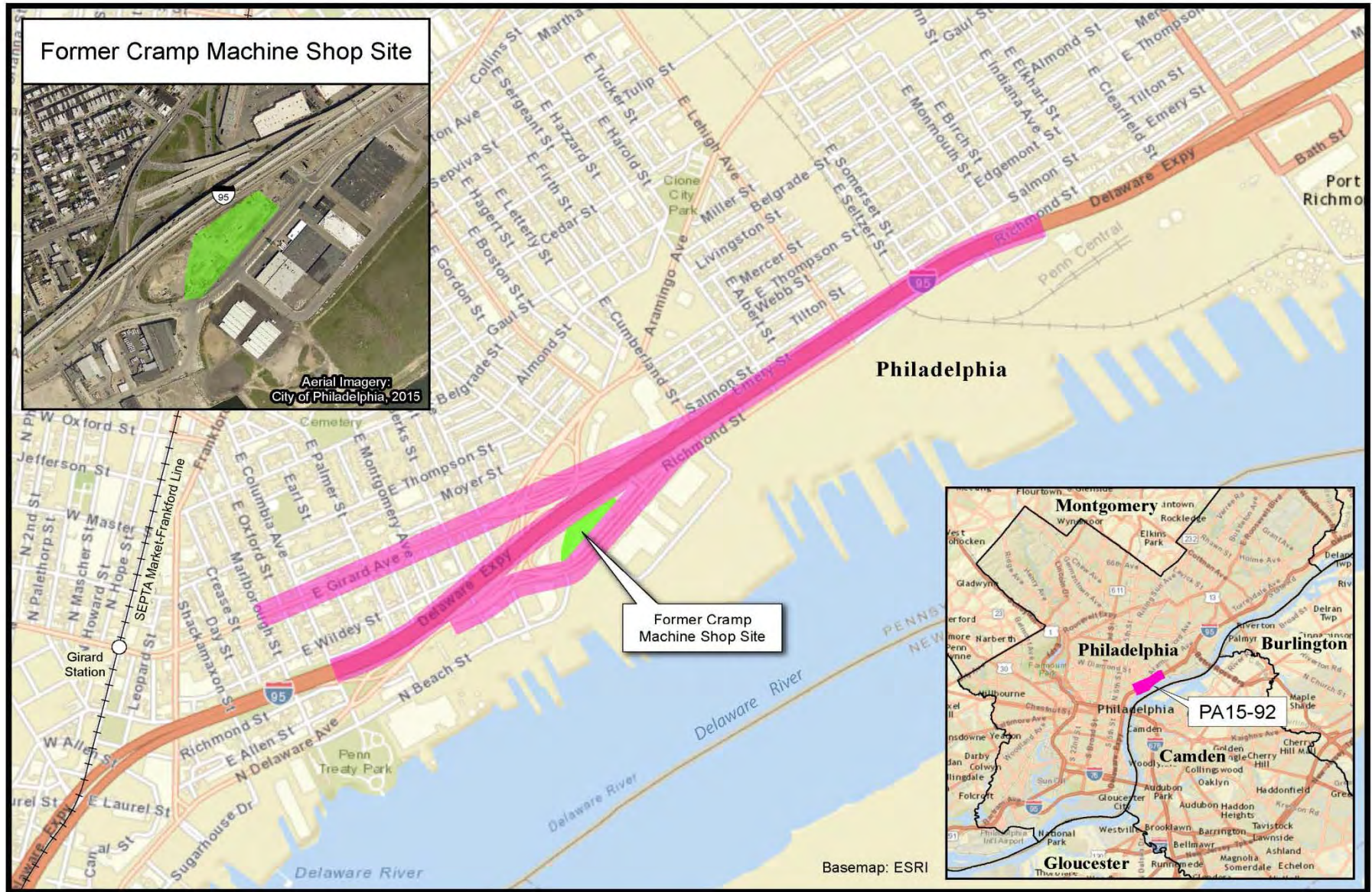
I-95 Columbia Avenue to Ann Street (GR1)

City of Philadelphia | Increase ROW Cost

- ▶ Amend the PA TIP by increasing the FY16 Right-of-Way (ROW) phase by \$15,554,717 (\$8,843,640 NHPP/\$4,703,077 STU/\$2,008,000 STP/ Toll Credit Match) from \$361,000 to \$15,916,000.
- ▶ Cost increase is needed to cover a court ordered ROW claim settlement, including any additional costs that may arise.
- ▶ The property in question is the site of the northbound ramps of the new I-95 Girard Avenue Interchange and was part of the Cramp Shipyard.
- ▶ This project has already been let for construction and is largely completed.



PA15-92: I-95, Columbia Avenue to Ann Street (GR1)



Proposed TIP Action | PA

Amend the PA TIP for the following project:

I-95 Columbia Avenue to Ann Street (GR1),
City of Philadelphia

Amend the PA TIP by increasing the FY16 ROW phase by \$15,554,717 (\$8,843,640 NHPP/\$4,703,077 STU/\$2,008,000 STP/Toll Credit Match) from \$361,000 to \$15,916,000.



TIP

Repurposing of Unobligated Earmark Balances in Pennsylvania and New Jersey



Section 125 of the Consolidated Appropriations Act of 2016 (Public Law 114-113, Division L, Title I)

State DOTs can repurpose federal highway project earmarks that are:

- ▶ Over 10 years old and less than 10% obligated; or
- ▶ Over 10 years old and have excess funds available to obligate after final voucher of payments and closed in FMIS

Criterion for Repurposed Earmark Funds

- ▶ Funds must be obligated by end of federal FY19, or they will lapse.
- ▶ Funds must be repurposed to STBGP eligible or advance construction projects with locations within 50 miles of the earmark description and within the State.
- ▶ Repurposing may only occur once (no turning back!).
- ▶ State DOTs must submit earmark repurposing plan to FHWA next month.

Repurposing of Unobligated Earmark Balances in Pennsylvania and New Jersey



Section 125, Consolidated Appropriations Act of 2016

State DOTs must repurpose earmarks over 10 years old that are <10% obligated or have excess funds after final voucher/closed in FMIS, according to established criterion.

Repurpose earmark funds to current TIP (and Statewide IMP) Projects Ready to Authorize

Take currently programmed Federal TIP funds out of projects that will receive repurposed earmark funds and place their Federal TIP funds in the appropriate line item(s).

Repurposing of Unobligated Earmark Balances *in Pennsylvania and New Jersey*



► Proposal Results:

- No overall cost or schedule changes to current NJ or PA TIP and PA Statewide IMP projects.
- No new projects will be added to the PA TIP or PA Statewide IMP.
- No current projects will be deleted from the NJ and PA TIPs.
- Funds repurposed to any Statewide IMP project in PA will return to the DVRPC PA Regional TIP in a subsequent action.
- Enables the NJ Local Program to include 2 new FY17 CON projects and opportunity to solicit and recommend new local concept development and/or additional “Quick Obligation” construction projects for FY17.
- Ensures the risk of losing the unobligated earmark funds is minimized.
- Reduces paperwork and project tracking efforts.

Repurposing of Unobligated Earmark Balances *Various Counties in Pennsylvania*

- ▶ **Modify** the PA TIP by repurposing \$43,694,955.40 worth of federal earmarks in the DVRPC PA region, per Section 125 of the Consolidated Appropriations Act of 2016, to projects proposed by PennDOT in PA that are ready for authorization.



Repurposing of Unobligated Earmark Balances Various Counties in Pennsylvania

Section 125,
Consolidated
Appropriations Act
of 2016

\$43,694,955.40

49 Earmarks out of
53 total in DVRPC
PA region identified
to be repurposed to
six TIP projects.

Projects Proposed to Receive \$43,694,955.40
total of funds from earmarks

County Line Road
Widening, Bucks
County (\$4,192,937.92)

PA 926 Bridge over
Brandywine,
Chester County
(\$4,819,813.18)

PA 452, Market Street
Bridge over
Amtrak/SEPTA
Wilmington Newark
Rail Line, Delaware
County (\$41,475.00)

US 422 Expressway
Bridge over Schuylkill,
Montgomery County
(\$13,986,587.39)

Passyunk Avenue
Drawbridge over
Schuylkill, Phila.
(\$5,709,886.90)

I-95: Betsy Ross Bridge
Ramps Construction,
Phila. (Statewide IMP)
(\$14,944,255.01)

TIP Federal Funds
from the six projects
will be placed in
line item(s).

Line item funds will
fund TIP projects that
had earmarks
removed due to
Consolidated
Appropriations Act of
2016



TIP

Proposed TIP Action | PA

Modify the PA TIP by repurposing \$43,694,955.40 worth of federal earmarks in the DVRPC PA region, per Section 125 of the Consolidated Appropriations Act of 2016, to projects proposed by PennDOT in Pennsylvania that are ready for authorization.



Repurposing of Unobligated Earmark Balances *Various Counties in New Jersey*

- ▶ Modify the NJ TIP by repurposing \$24,160,803.90 worth of federal earmarks in the DVRPC NJ region, per Section 125 of the Consolidated Appropriations Act of 2016, to projects that are ready for authorization.



Repurposing of Unobligated Earmark Balances Various Counties in New Jersey

Section 125, Consolidated Appropriations Act of 2016

\$24,160,803.90

26 of 39
in DVRPC NJ
region identified
to be repurposed
to two TIP
projects

Projects Proposed to Receive \$24,160,803.90 total funds from earmarks

Route 295/42/I-76, Direct
Connection, Contract 3
– \$20,115,548.60 –
Camden County

South Pemberton Road,
CR 530, Phase 2
– \$4,045,255.30 –
Burlington County

\$20,115,548 will be provided for
current NJDOT sponsored TIP
projects in DVRPC NJ region.

\$4,045,255 STP-STU funds will be
provided for FY17 Local Projects:

- ❖ CR 561 (Haddon Avenue), Gateway Project, City of Camden - \$1,141,000 for FY17 CON
- ❖ Tanyard Rd (CR 663), Blackwood Barnsboro Road (CR 603) to Brenner Avenue/Dancy Avenue, Gloucester County - \$1,750,000 for FY17 CON
- ❖ Additional FY17 "Quick Obligation" CON projects or new local concept development projects (to be solicited)



Repurposing of Unobligated Earmark Balances Various Counties in New Jersey

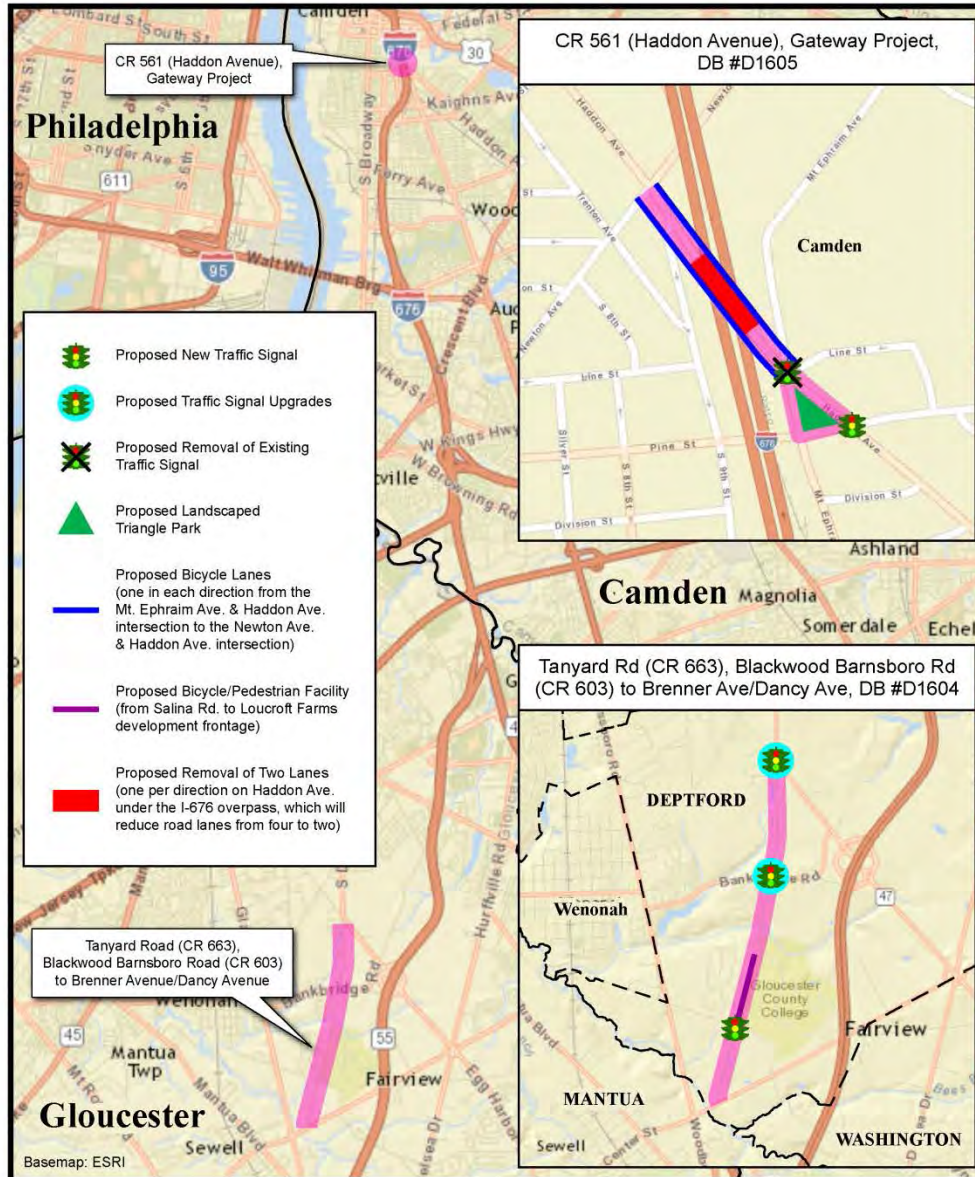
- ▶ As a result, the region has identified two local “quick obligation” projects, totaling \$2,891,000 STP-STU funds, for construction in FY17 (DB #s D1604 and D1605), which will be **amended into the NJ TIP** and included in the **DVRPC, Future Projects** line item until they are ready to break out into their individual DB #s for authorization. The new FY17 projects are listed as follows:








County/City	Project Title (DB #)	Total Est. Cost
City of Camden	CR 561 (Haddon Avenue), Gateway Project (DB #D1605)	\$1,141,000
Gloucester	Tanyard Rd (CR 663), Blackwood Barnsboro Road (CR 603) to Brenner Avenue/Dancy Avenue (DB #D1604)	\$1,750,000
Total for FY17 CON		\$2,891,000
FY17 Additional STP-STU Funds Remaining in Line Item		\$1,154,255

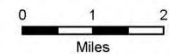


TIP

NJ16-043: FY17 "Quick Obligation" Projects in DVRPC, Future Projects (DB #D026)



-  Proposed New Traffic Signal
-  Proposed Traffic Signal Upgrades
-  Proposed Removal of Existing Traffic Signal
-  Proposed Landscaped Triangle Park
-  Proposed Bicycle Lanes
(one in each direction from the Mt. Ephraim Ave. & Haddon Ave. intersection to the Newton Ave. & Haddon Ave. intersection)
-  Proposed Bicycle/Pedestrian Facility
(from Salina Rd. to Loucroft Farms development frontage)
-  Proposed Removal of Two Lanes
(one per direction on Haddon Ave. under the I-676 overpass, which will reduce road lanes from four to two)



Proposed TIP Action | NJ

- ▶ Modify the NJ TIP by repurposing \$24,160,803.90 worth of federal earmarks in the DVRPC NJ region, per Section 125 of the Consolidated Appropriations Act of 2016, to projects that are ready for authorization.
- ▶ As a result, the region has identified two local “quick obligation” projects, totaling \$2,891,000 STP-STU funds, for construction in FY17 (DB #s D1604 and D1605), which will be **amended into the NJ TIP and** included in the **DVRPC, Future Projects** line item until they are ready to break out into their individual DB #s for authorization. The new FY17 projects are listed as follows:

County/City	Project Title (DB #)	Total Est. Cost
City of Camden	CR 561 (Haddon Avenue), Gateway Project (DB #D1605)	\$1,141,000
Gloucester	Tanyard Rd (CR 663), Blackwood Barnsboro Road (CR 603) to Brenner Avenue/Dancy Avenue (DB #D1604)	\$1,750,000
Total for FY17 CON		\$2,891,000





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP