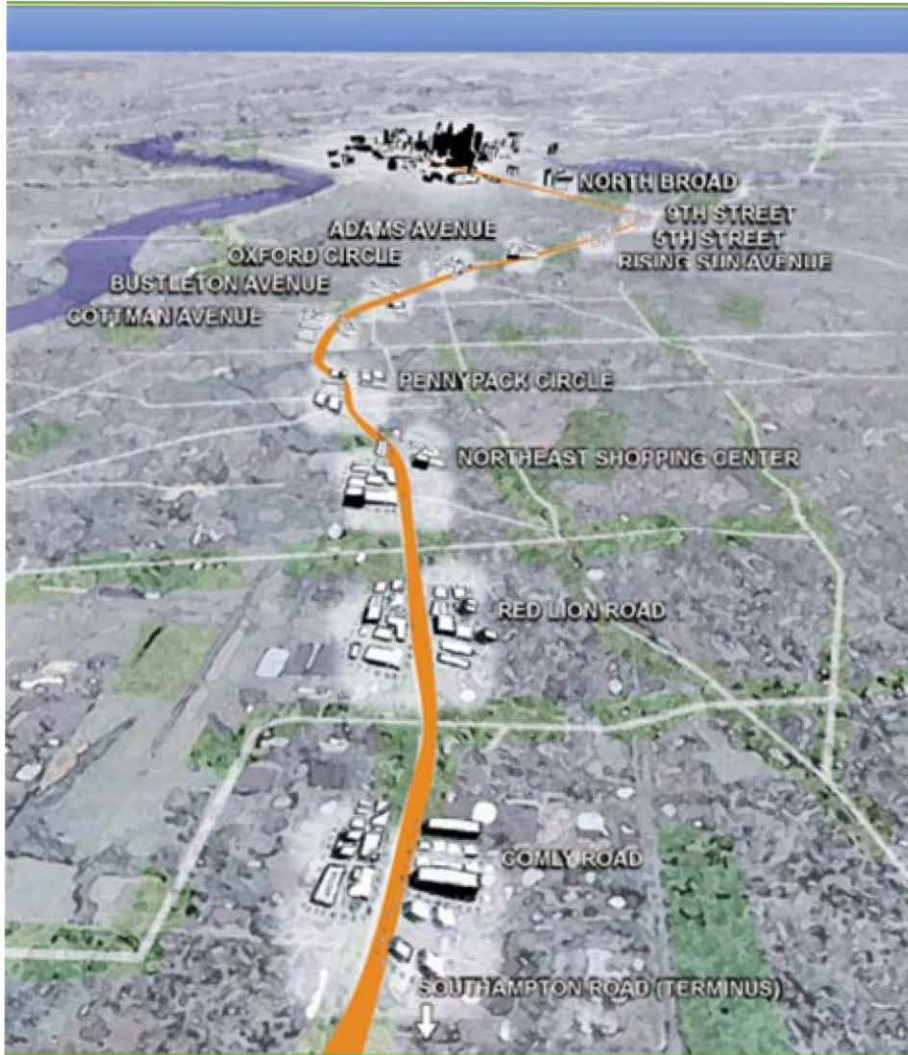


**PLANNING AND
IMPLEMENTING
DIRECT BUS
ON
ROOSEVELT
BOULEVARD**



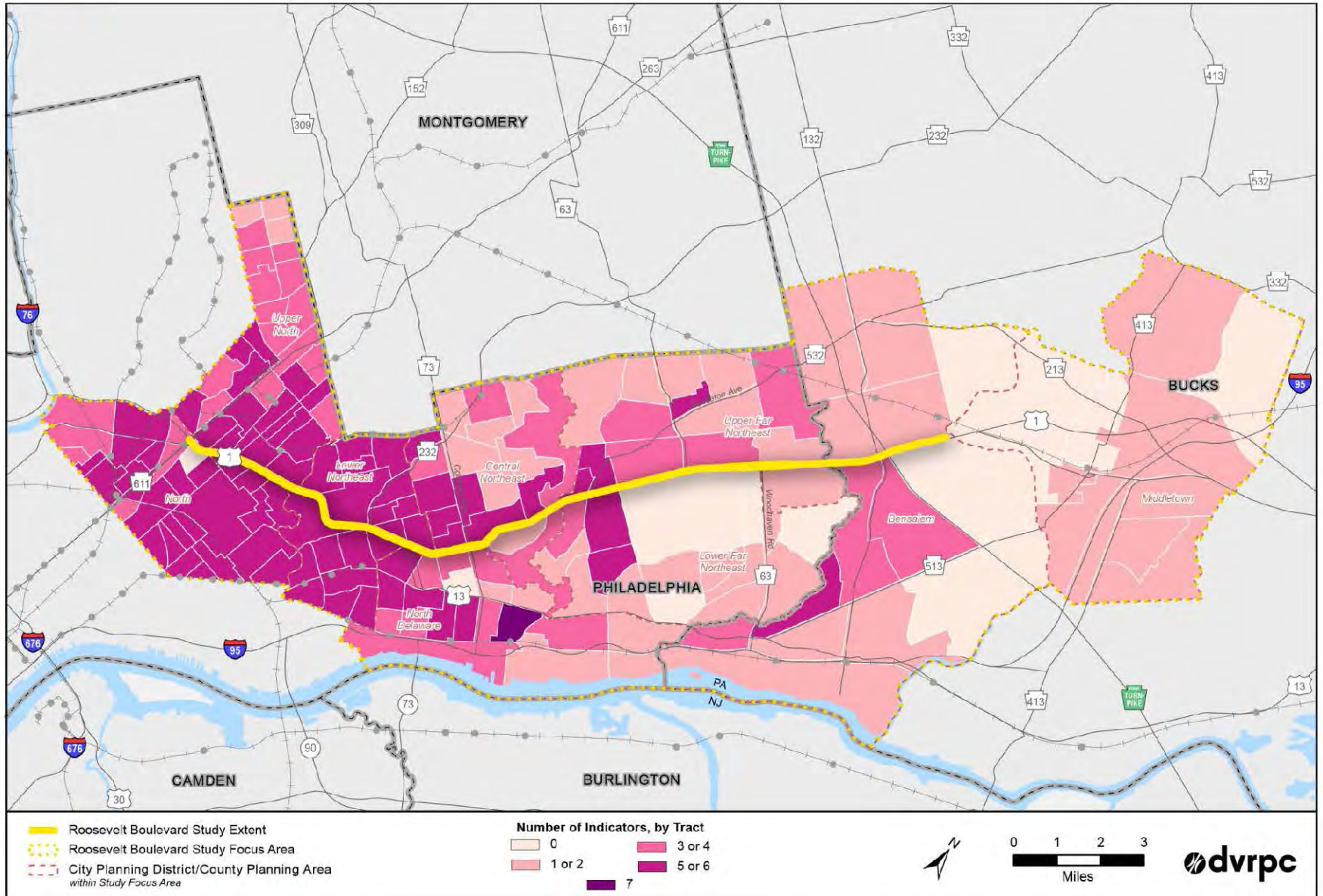
PREVIOUS STUDIES AND OUTREACH



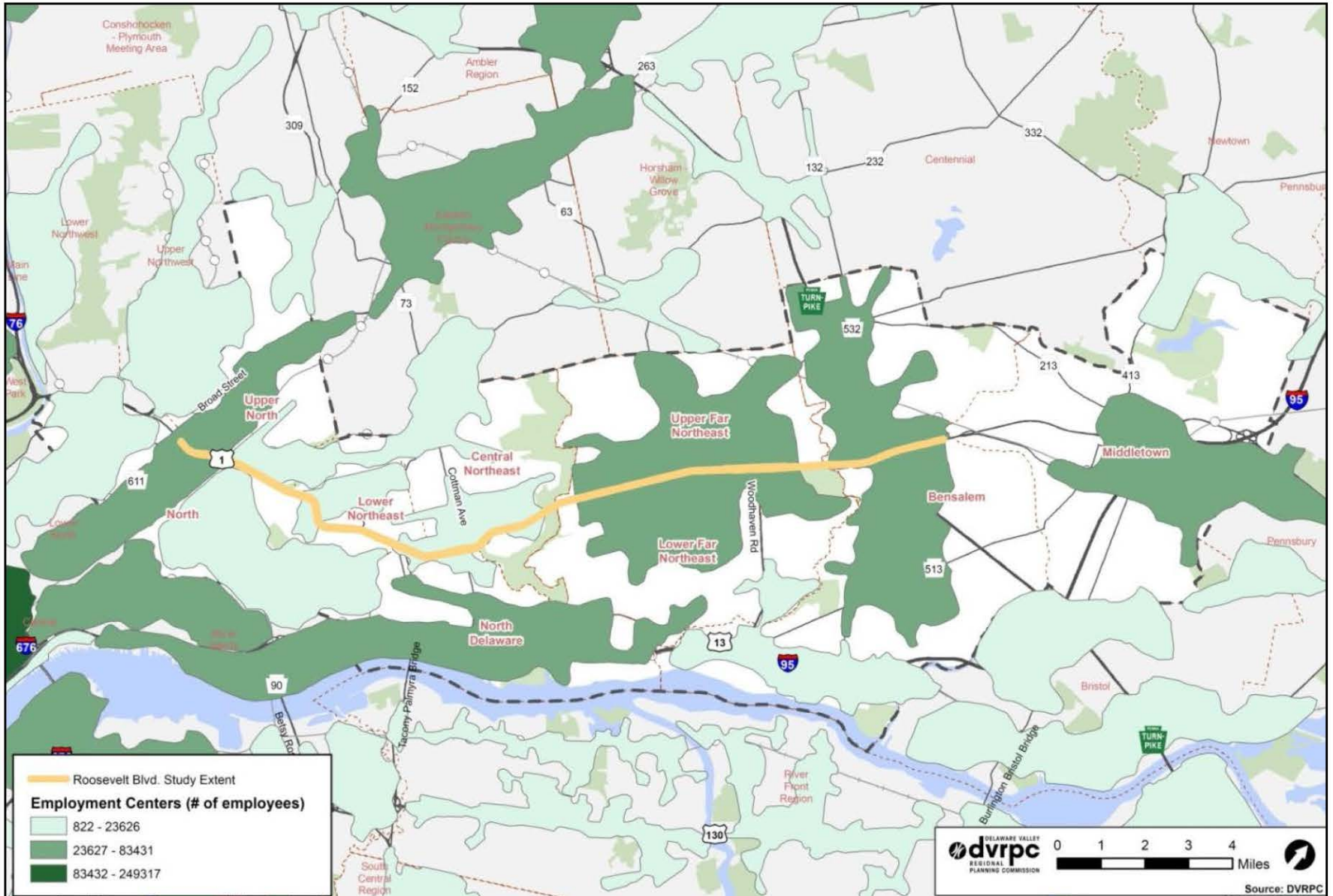
CURRENT CONDITIONS



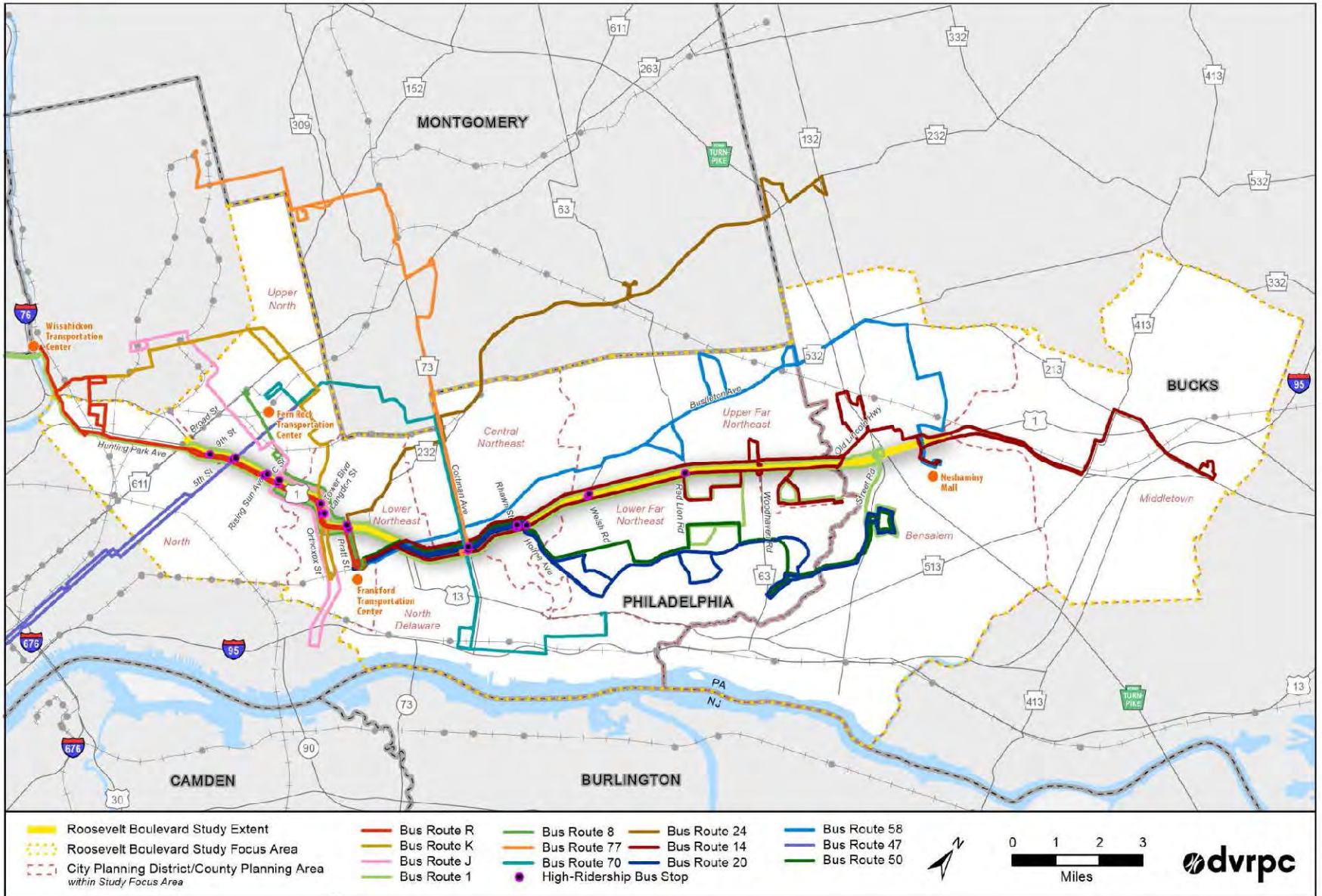
INDICATORS OF POTENTIAL DISADVANTAGE



EMPLOYMENT CENTERS



CURRENT TRANSIT CLIMATE



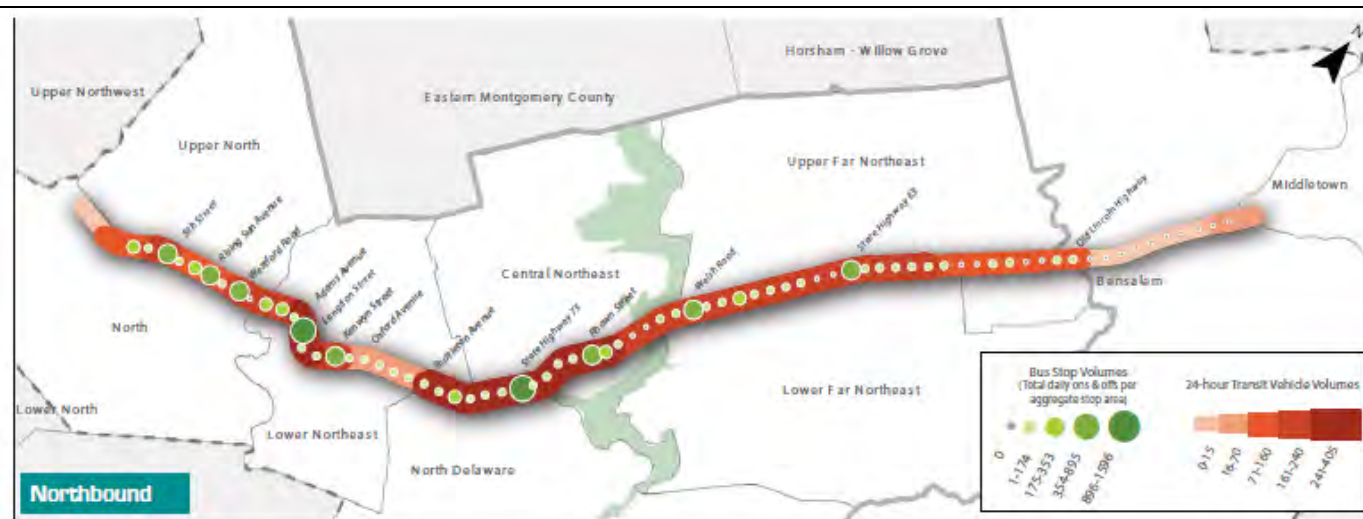
CURRENT TRANSIT CLIMATE

APPROX 14,000
BOARDS/DAY

200 + STOPS

LOCAL &
EXPRESS
SERVICE

STRONG
RIDERSHIP IN
BOTH
DIRECTIONS



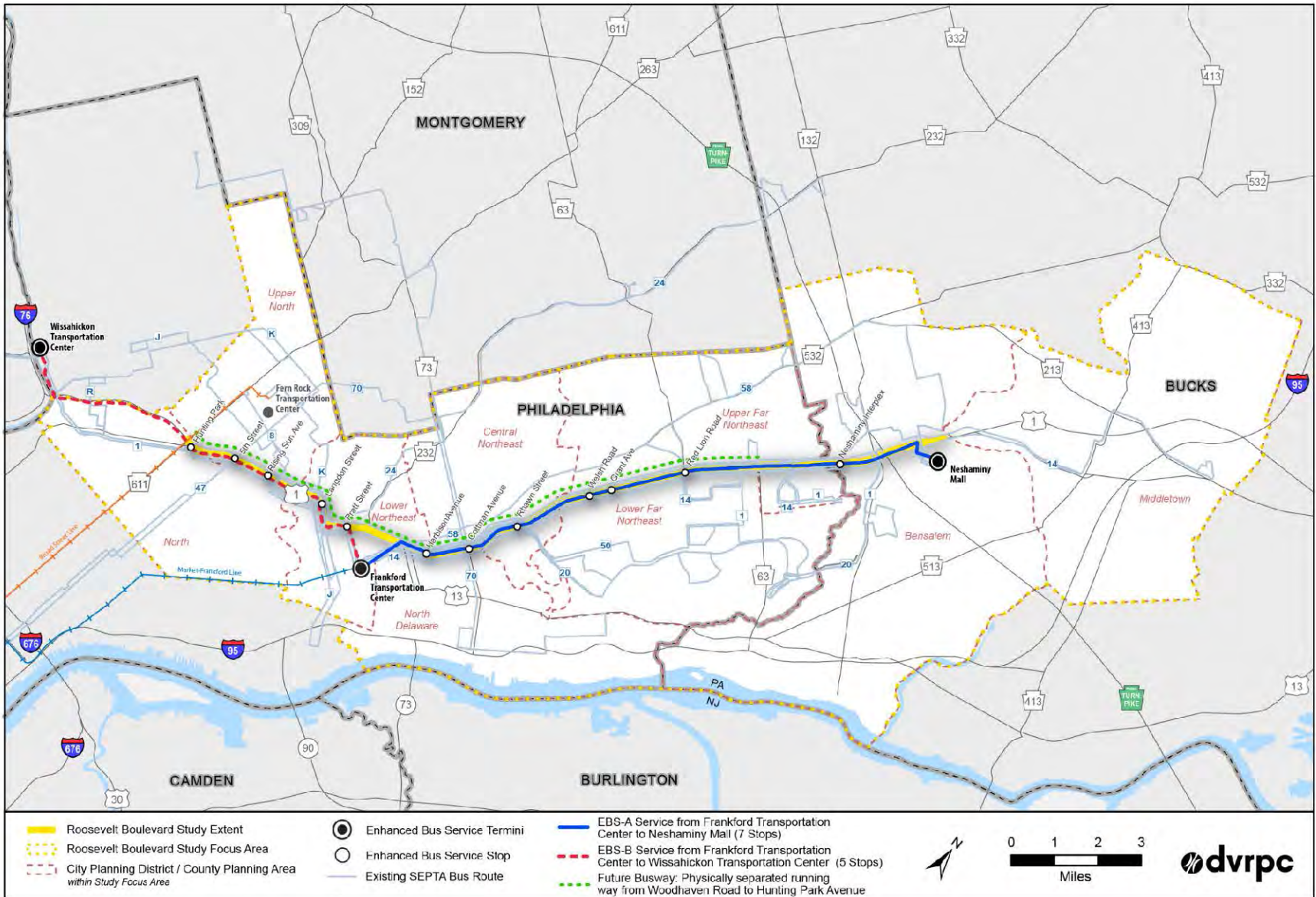
STAKEHOLDER WORKSHOP

Alternatives Development for
 **ROOSEVELT
BOULEVARD**
TRANSIT ENHANCEMENTS


DELAWARE VALLEY
REGIONAL
PLANNING COMMISSION
MAY 2016



PHASED APPROACH TO IMPLEMENTATION





RESEARCHED AND RECOMMENDED ELEMENTS

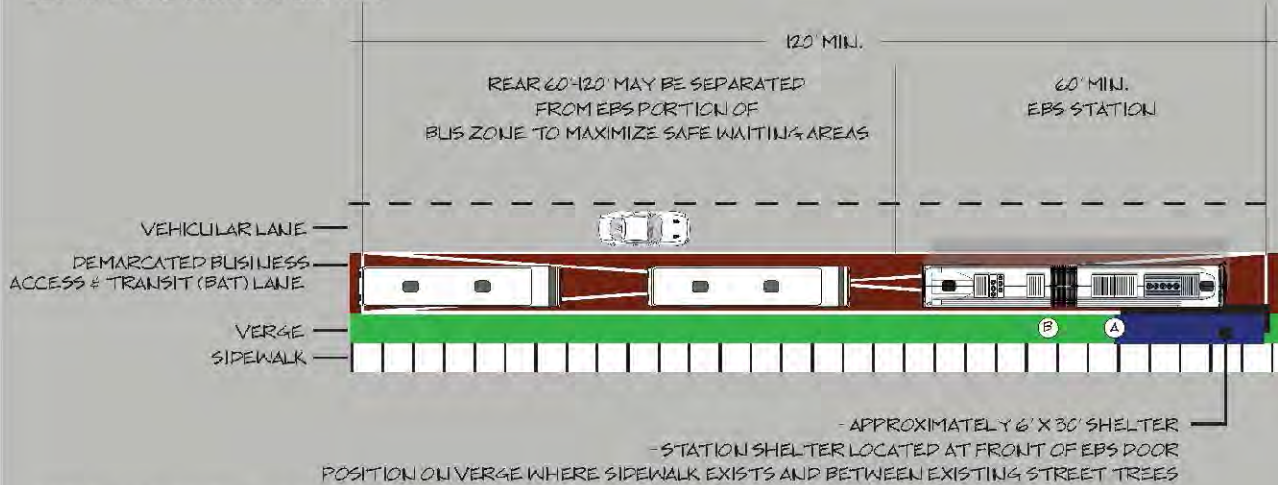
- **BRANDING**
- **ONLY HIGH-RIDERSHIP STOPS**
- **“LOW-FRICTION” FARE PAYMENT**
- **TRANSIT SIGNAL PRIORITY**
- **SIGNAL OPTIMIZATION**
- **DEDICATED VEHICLES**
- **BUSINESS ACCESS AND TURNING LANE**
- **STATION DESIGN**
- **FAR-SIDE STOPS WHERE POSSIBLE**
- **REAL-TIME PASSENGER INFORMATION**
- **DEDICATED BUSWAY**

STATION PLACEMENT



STATION DESIGN

EBS TYPICAL STATION LAYOUT



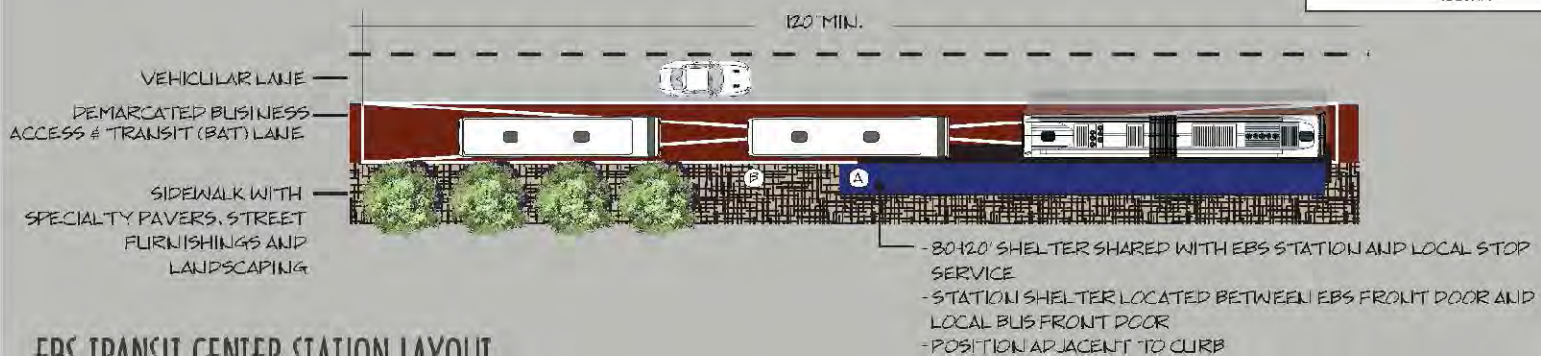
STATION SITING PRIORITIES

- FAR SIDE STATIONS
- 120' CLEAR FOR BUS ZONE
- MINIMIZE OVERLAP OF BUS ZONES ON ACCESS DRIVES
- MAINTAIN 5' X 8' ADA-COMPLIANT LANDING PAD PER SEPTA'S BUS STOP DESIGN GUIDE (2/1/12)

LEGEND

- 60' ARTICULATED EBS BUS
- 40' LOCAL BUS
- EBS SHELTER
- SITUATION OF WAYFINDING TYPES, SEE EBS DESIGN TOOLKIT

EBS SUPER STATION LAYOUT



EBS TRANSIT CENTER STATION LAYOUT

SITING TO BE DETERMINED BY SEPTA AS APPROPRIATE

ENHANCED BUS SERVICE (EBS) STATION LAYOUT TOOLKIT

STATION DESIGN

BUSINESS ACCESS AND TRANSIT (BAT) LANE OVERHEAD SIGNAGE

- MOUNTED ON MUTCD-APPROVED DEPARTMENT OF TRANSPORTATION SIGN

BUS & RIGHT TURNS ONLY

EBS VEHICLE

- WRAP OR CUSTOM PAINTED BUS TO BE COLORED WITH EBS COLOR (ONCE DEVELOPED)
- NAME OF SERVICE OR LOGO PROMINENTLY DISPLAYED ON FRONT, BACK, AND BOTH SIDES
- ADVERTISING SPACE ON REAR WINDOW

EBS SHELTER

- APPROXIMATELY 8' X 30' FOOTPRINT (TYPICAL STOP); 8' X 80' X 420' FOOTPRINT (SLIPPER STOP)
- MIN. (3) SIDE WALLS
- TRANSPARENCY ON AT LEAST 75% OF ALL (4) SIDES
- INCLUDES BENCHES OR LEANING RAILS, LIGHTING, PAYMENT MACHINE
- ADVERTISING ON 25% OF ONE SIDE ONLY
- SEE EBS STATION LAYOUT FOR SITTING NOTES

WAYFINDING TYPE 'A'

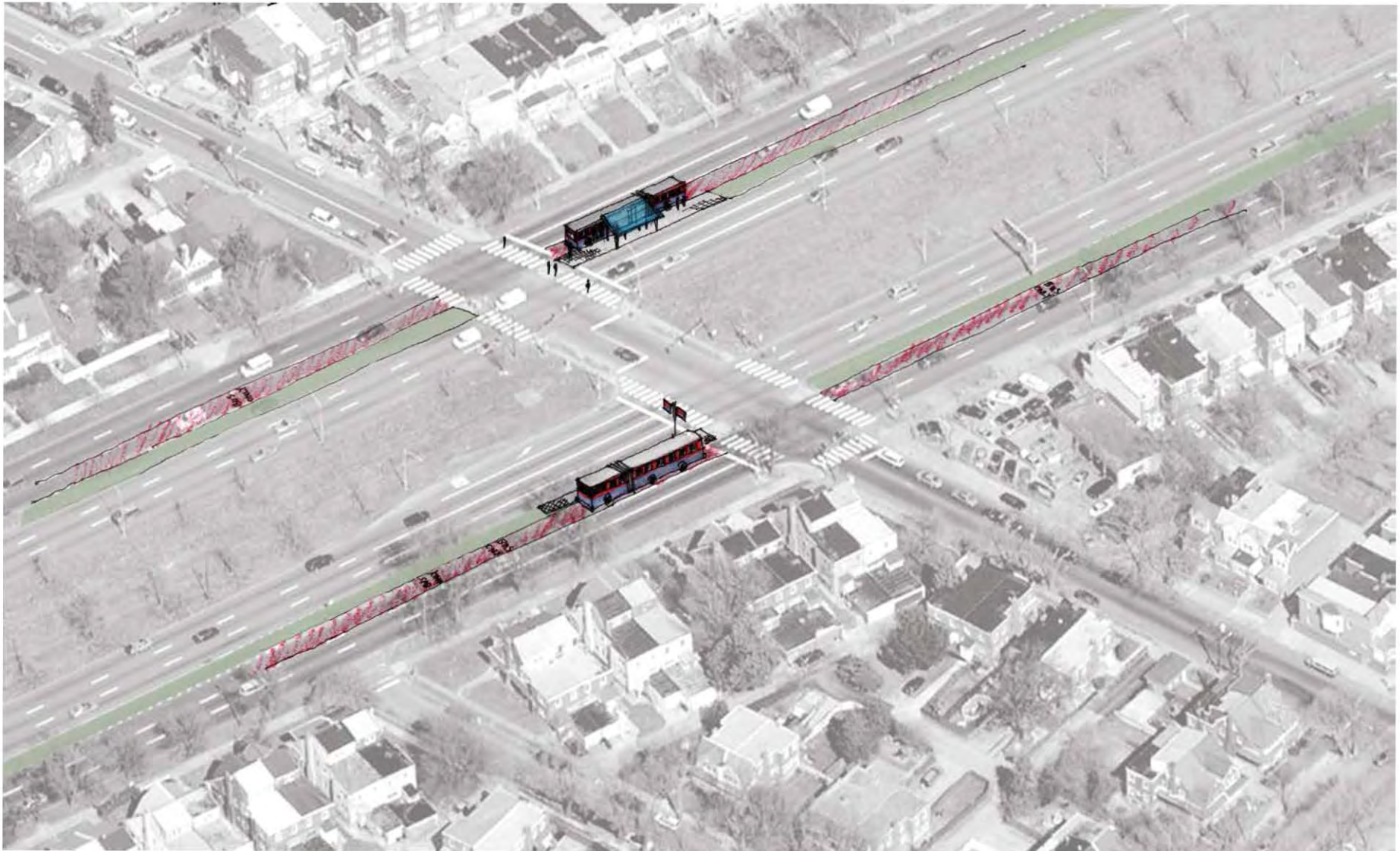
- CONVEYS EBS BRAND (ONCE DEVELOPED)
- IDENTIFIES STATION NAME AND ROUTES SERVED
- PROVIDES REAL TIME EBS INFORMATION
- POWDER COATED STEEL, SAME COLOR AS BUS (BRAIDED EBS COLOR)
- CURVILINEAR OR ANGULAR SHAPE WITH PORTRAIT ORIENTATION TO CONTRAST WITH OTHER CORRIDOR SIGNAGE
- APPROXIMATELY 10' 4" TALL

WAYFINDING TYPE 'B'

- CONVEYS EBS BRAND
- IDENTIFIES STATION NAME, ROUTES SERVED & TRANSFER OPPORTUNITIES
- LOCAL MAP OR DIRECTIONS TO NEARBY DESTINATIONS
- POWDER COATED STEEL, SAME COLOR AND SIMILAR SHAPE AS TYPE 'A'
- ONE SIDE AVAILABLE FOR ADVERTISING OR SPONSORSHIP OPPORTUNITIES
- 6'-8" TALL, ORIENTED TOWARD SIDEWALK BETWEEN EBS STATION AND LOCAL STOP

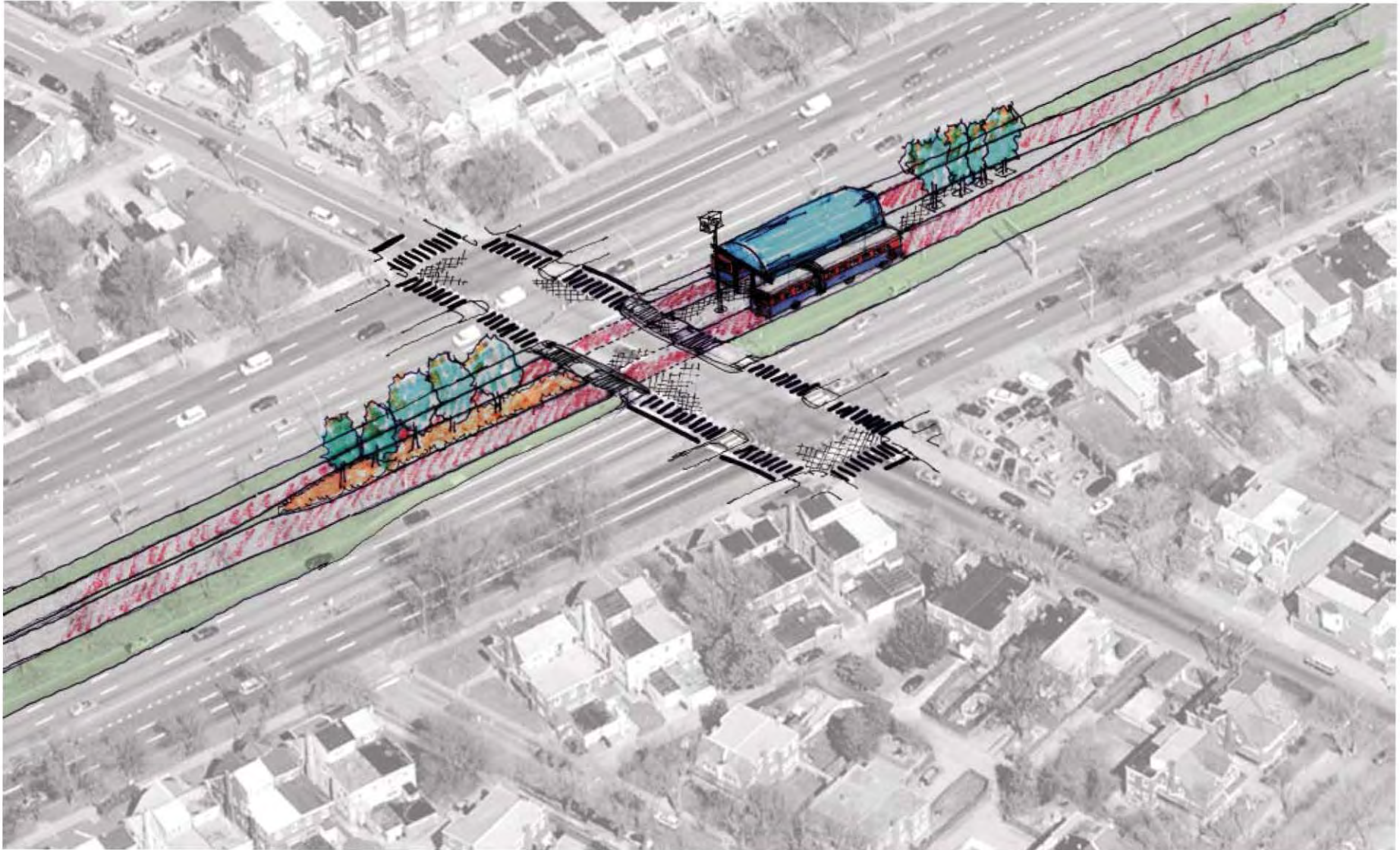
ENHANCED BUS SERVICE (EBS) DESIGN TOOLKIT

INITIAL ALTERNATIVES



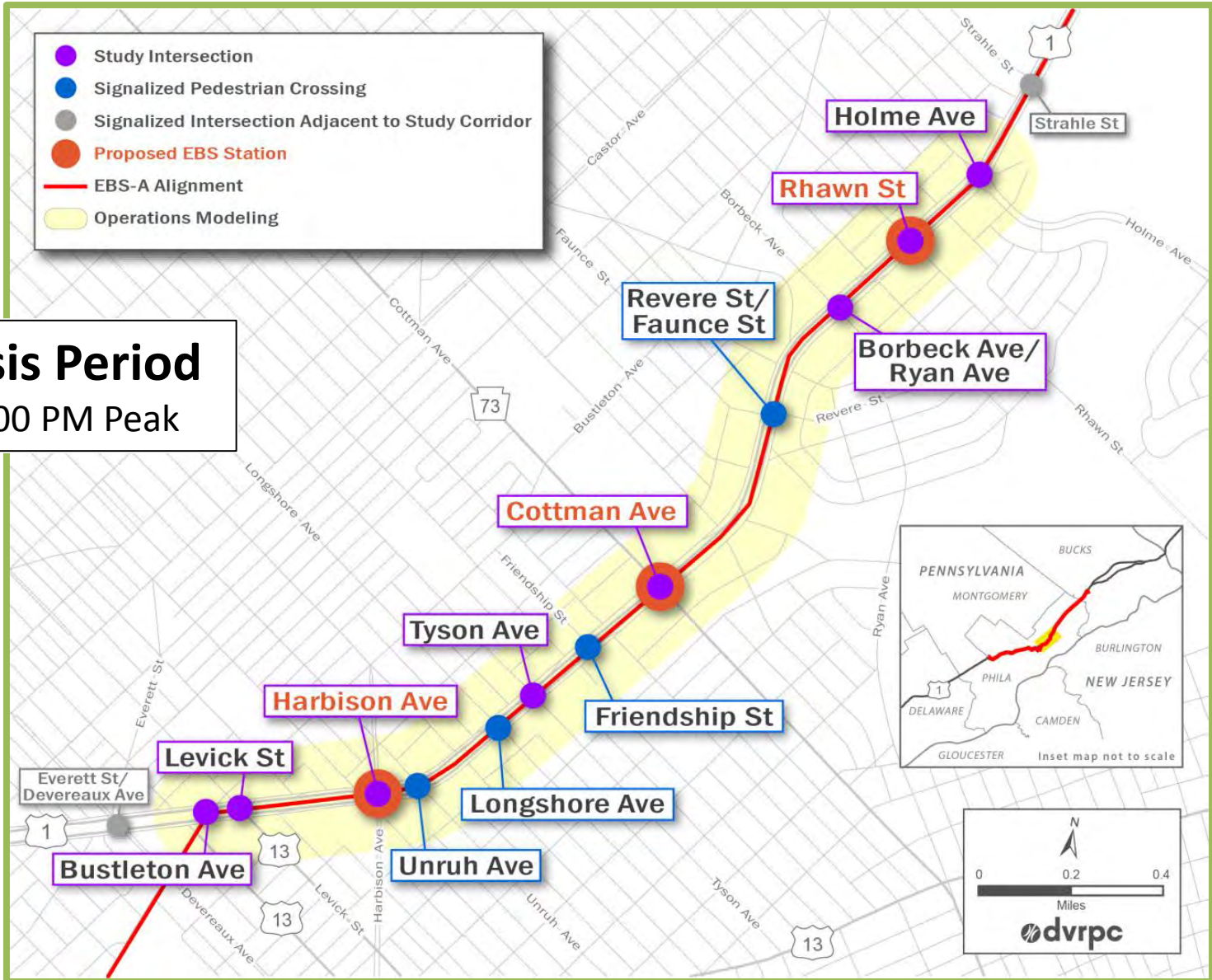
Dual Side-Median Busway Option

INITIAL ALTERNATIVES



Center Median Busway Option

TRAFFIC OPERATIONS STUDY AREA



Analysis Period

3:00-6:00 PM Peak

MODELING SCENARIOS

**Existing
Conditions**



**Express
Service**



**Optimized
Signals**



TSP

(Transit Signal Priority)



BAT Lanes

**(Business Access
& Transit)**





OPERATIONS STUDY FINDINGS SUMMARY

Existing Conditions

- Typically performs at LOS C at the signalized intersections

Express Bus Service

- Significant benefits for passengers

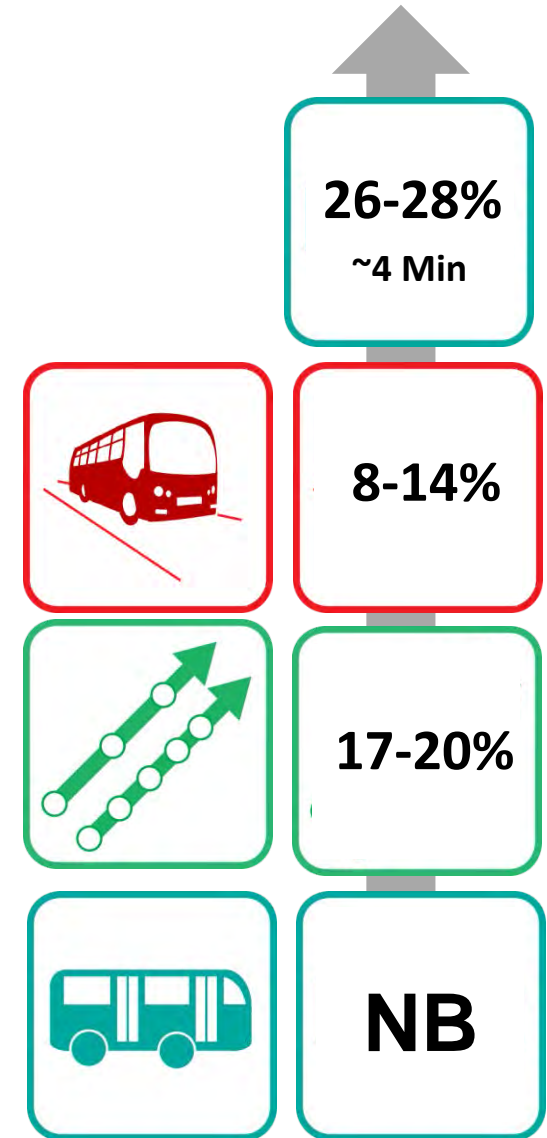
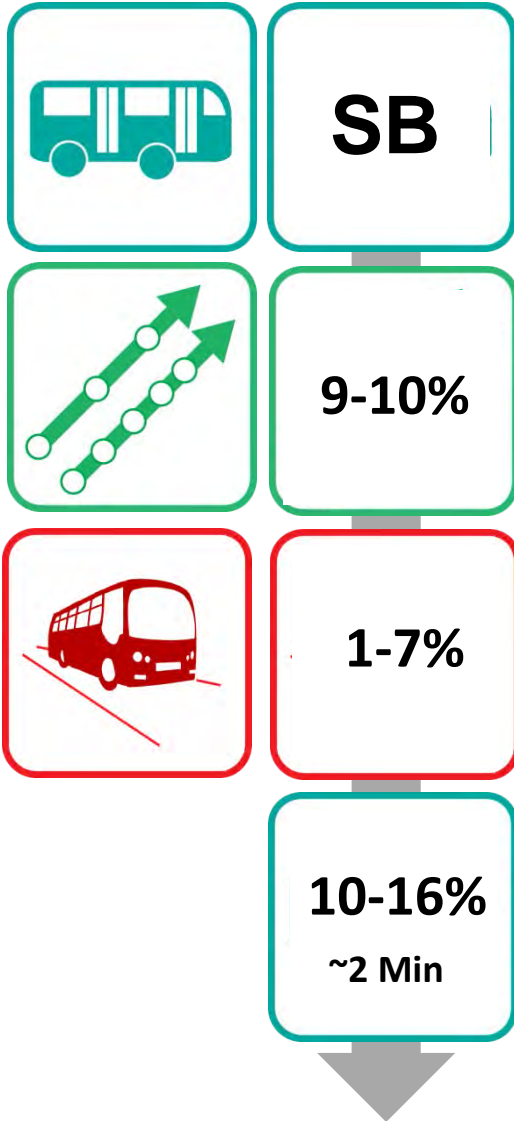
Optimization and TSP

- Limited applicability

BAT Lanes

- Transit travel time benefits without major interference on general traffic flow

TRAFFIC MODELING OUTCOMES



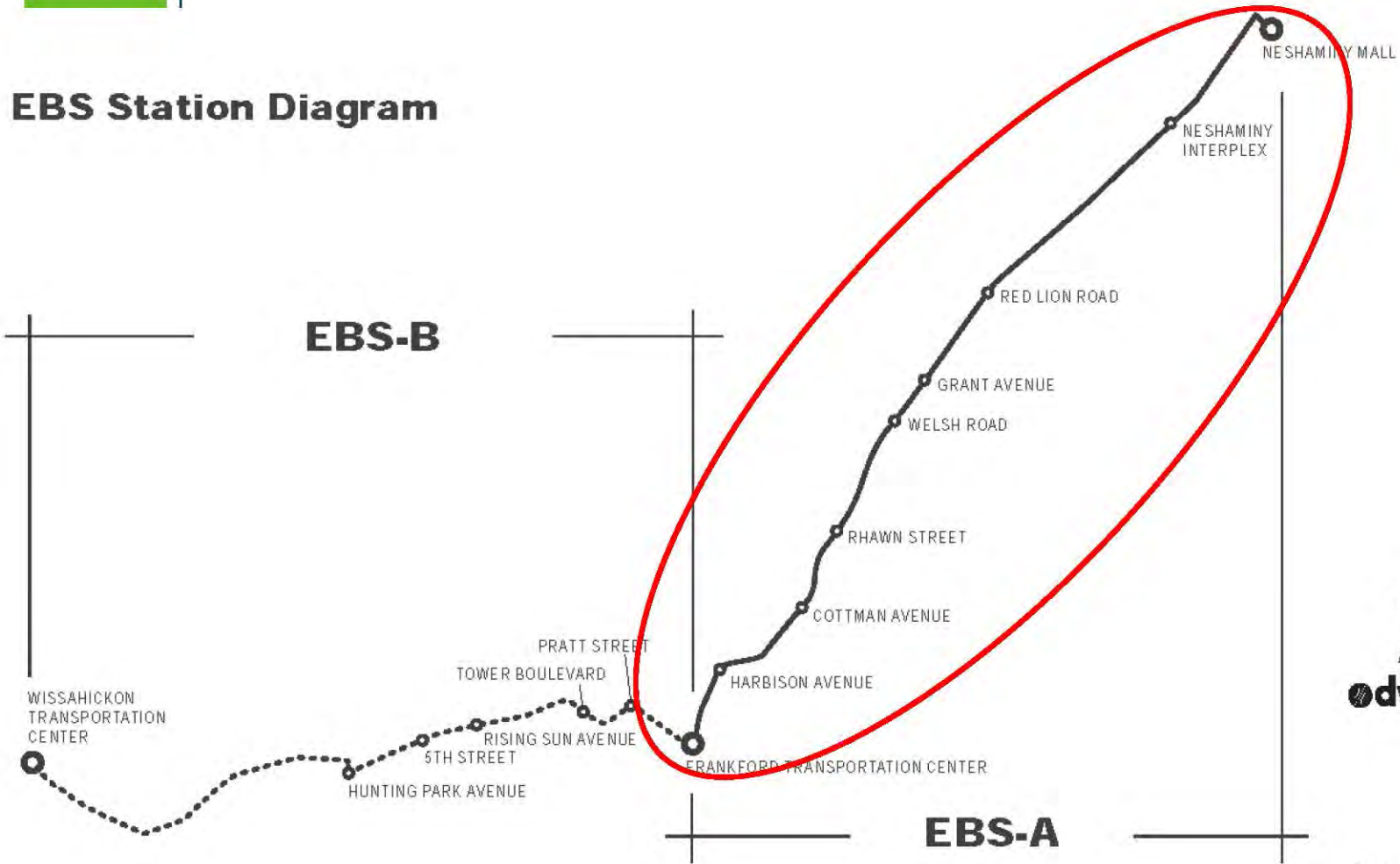
CURRENT BOULEVARD TRANSIT CONDITIONS





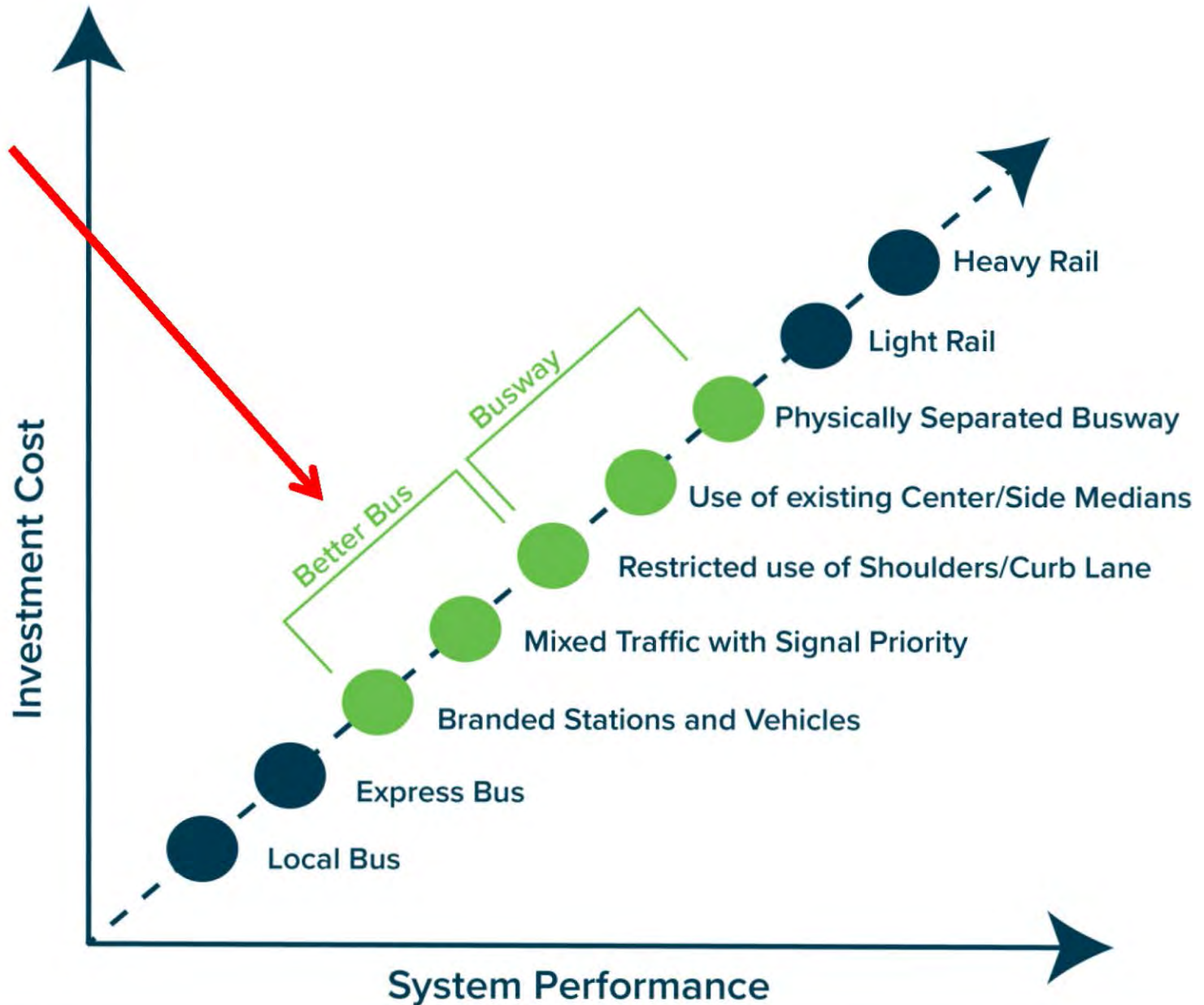
IMPLEMENTATION

EBS Station Diagram

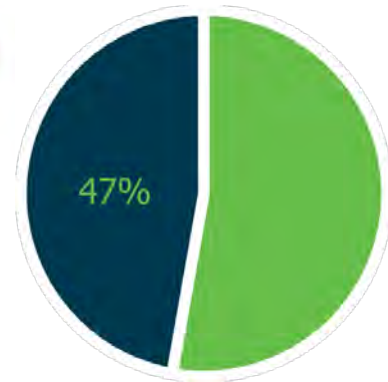
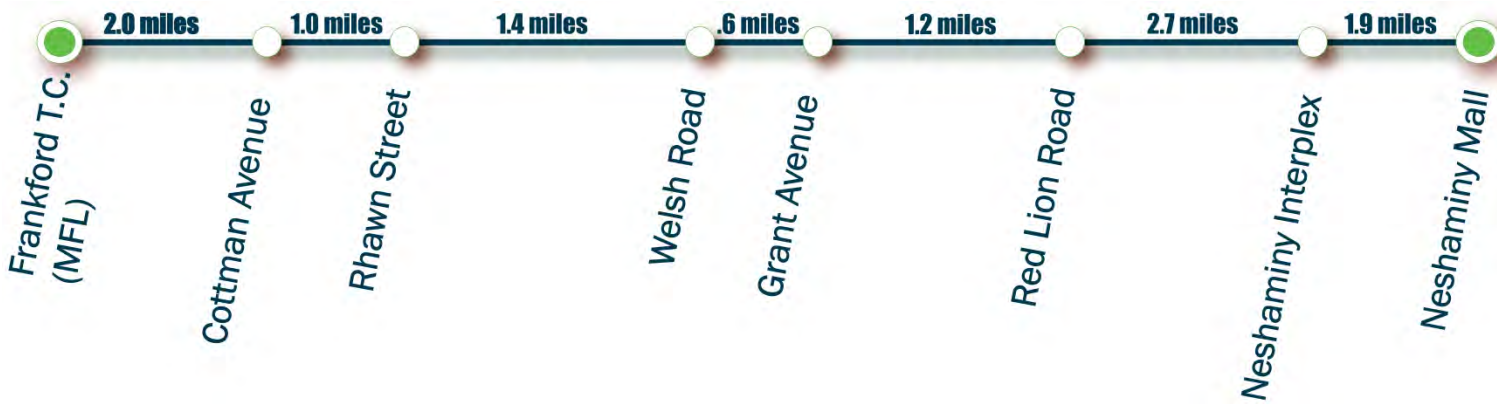
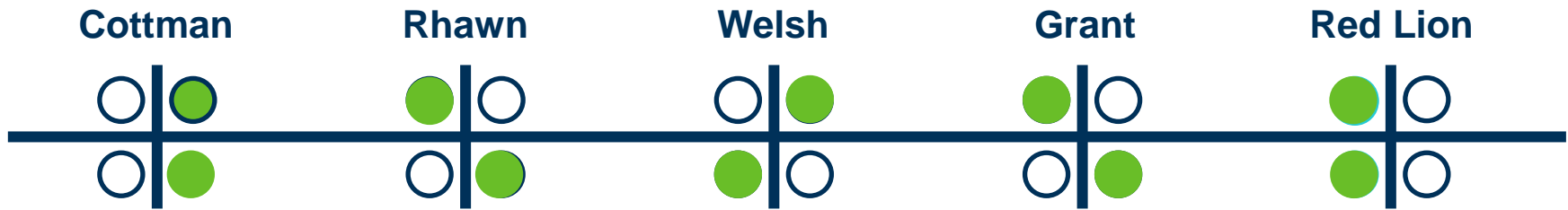
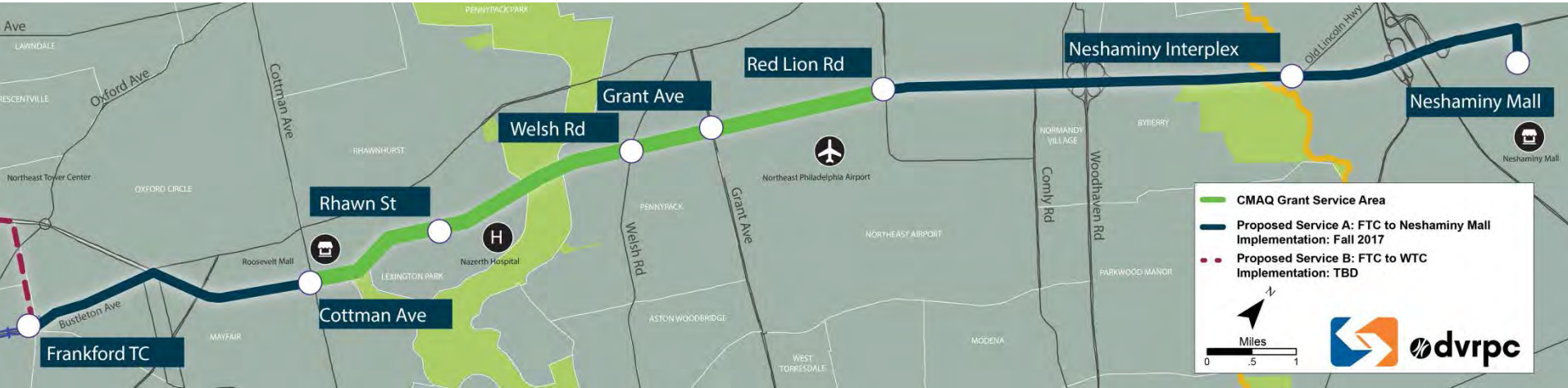


Source: DVRPC, 2015

IMPLEMENTATION



IMPLEMENTATION





SERVICE SPAN // ANTICIPATED TIME SAVINGS

Frequency: Weekday Service



Bus travel time reductions of **30%**



QUESTIONS

- How to make infrastructure changes to property SEPTA does not own?
- How to brand a new transit mode?
- How to coordinate with other stakeholders, property owners, and the general public?
- How to pay for the costs of design, construction, and operation?



ROUTE FOR CHANGE



Route for Change

Transforming The Boulevard



Effort to develop a series of improvements to create a more inviting corridor that is safe, accessible, and reliable for all users including residents, pedestrians, cyclists, transit riders, motorists, and visitors.

All major parties on the same page and at the table

Big picture and shorter-term actions

Interim Action – Establishing Enhanced Bus Service on Roosevelt Boulevard



CMAQ AWARD

Covers construction of 10 stations on Roosevelt Boulevard – city only

Station must allow for “enhanced” and local service

Station design is a cooperative effort between City/SEPTA

Station design must include considerations for transferring services

Design Team

City of Philadelphia

- Office of Transportation & Infrastructure Systems (OTIS)
- Streets Department

SEPTA

Consultant Team

- Urban Engineers, Inc.
- Rodriguez Consulting, LLC
- Ground Reconsidered

STATION COMPONENTS // SHELTERS



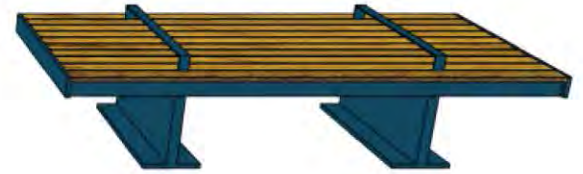
STATION COMPONENTS // SEATING



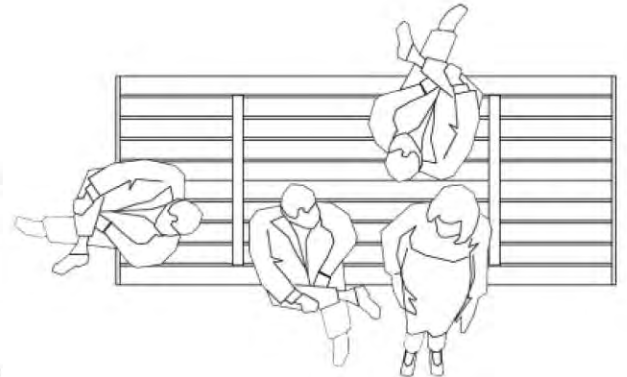
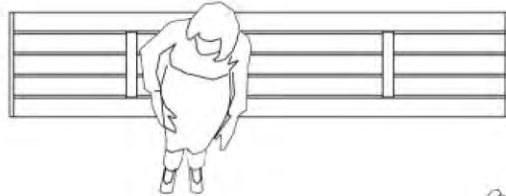
bench
w/ back



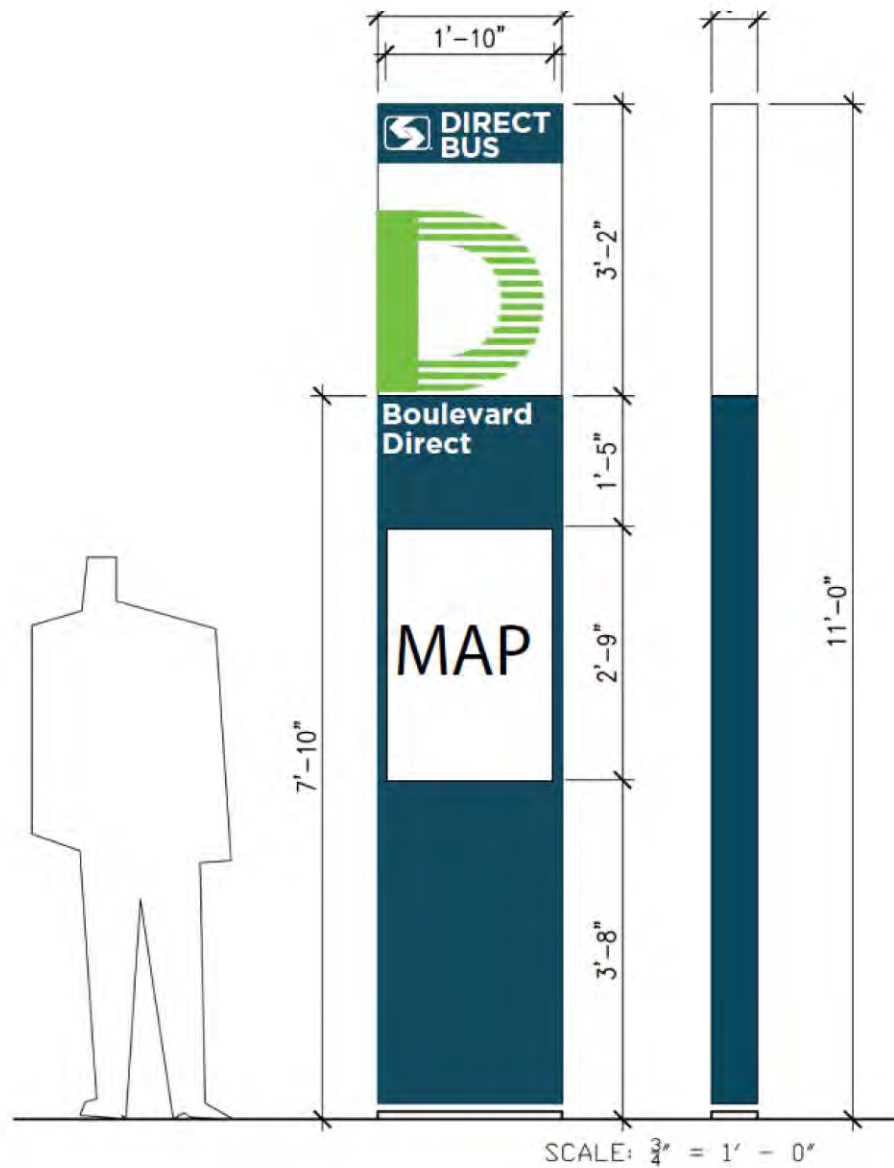
bench
w/o back



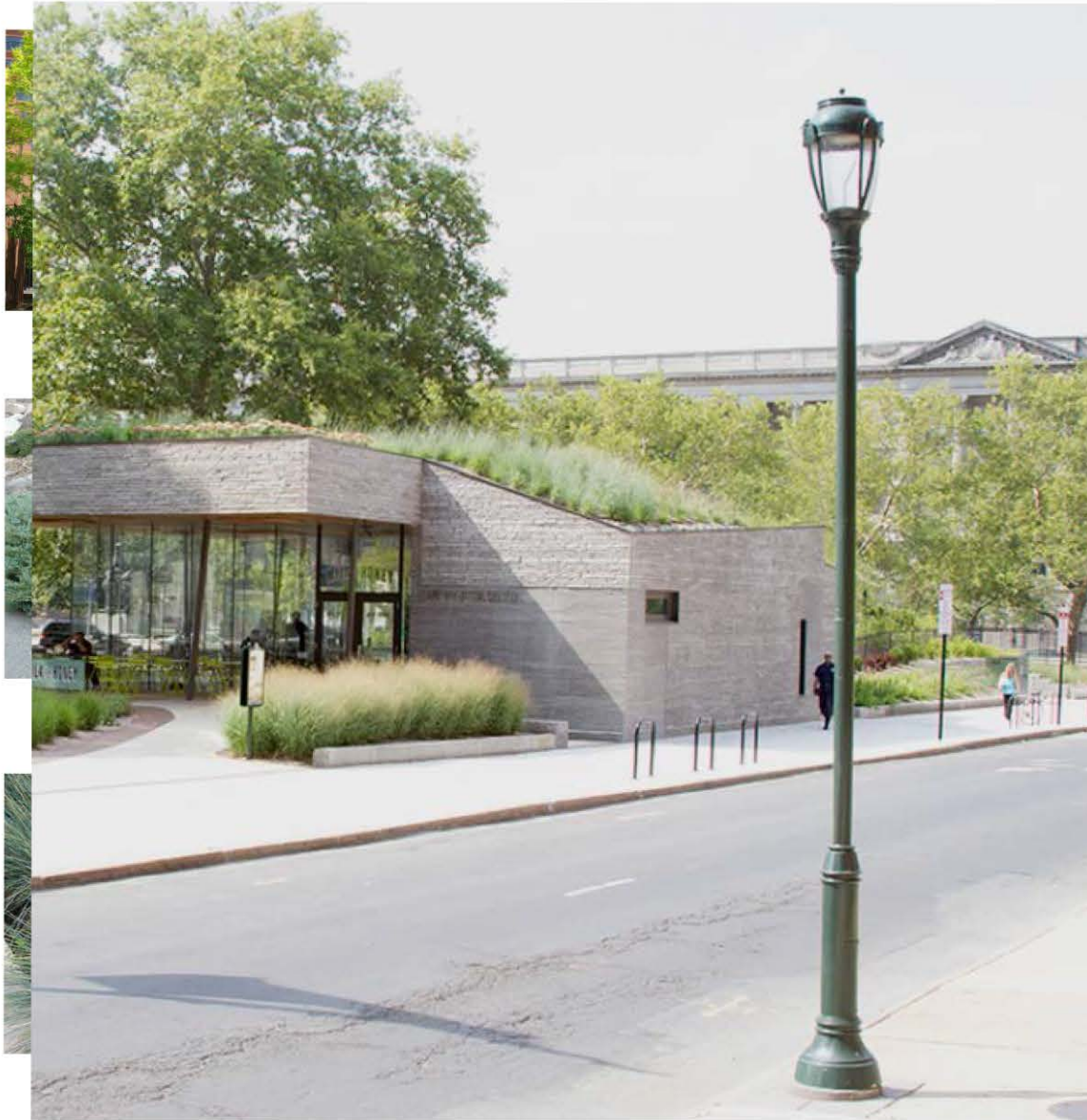
double wide
bench



STATION COMPONENTS // WAYFINDING PYLON



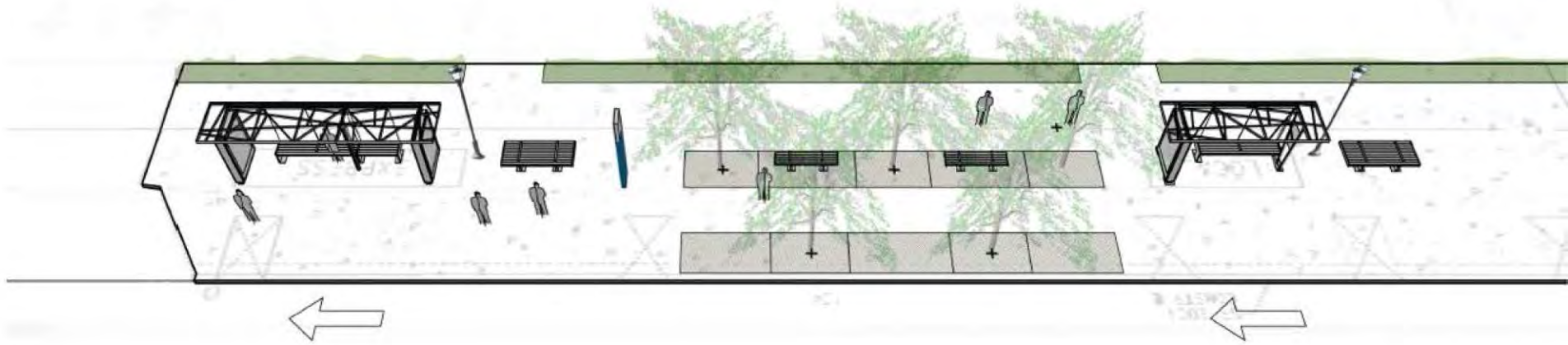
STATION COMPONENTS // LANDSCAPING & LIGHTING



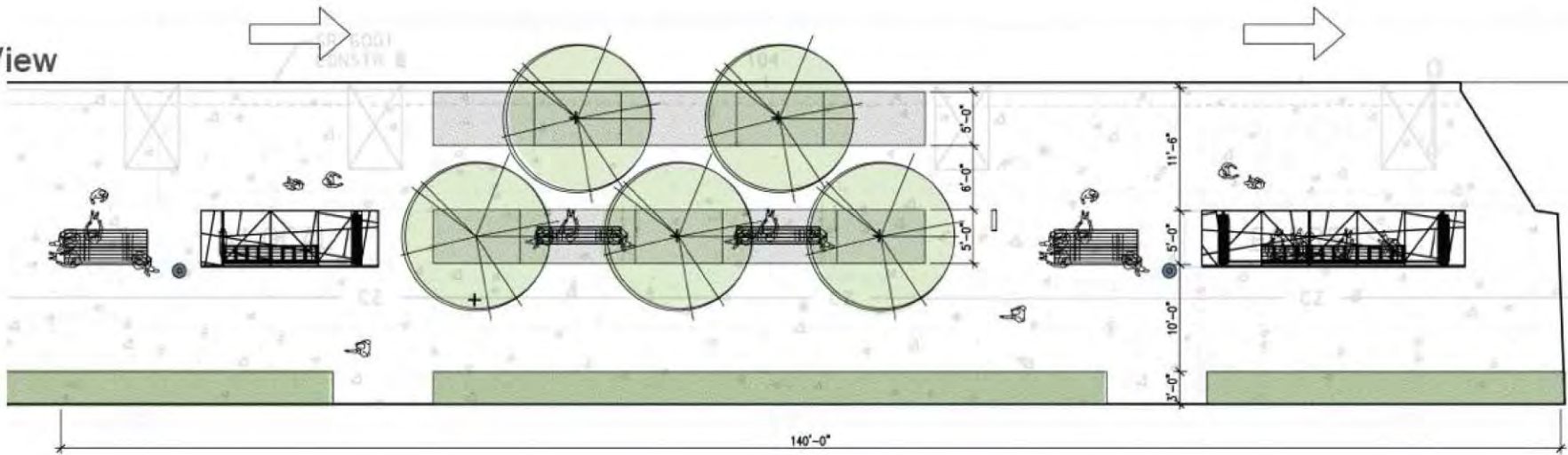


PLANS FOR COTTMAN AVENUE

Aerial View



Plan View



BRANDED SERVICE COMPONENTS



Boulevard
Direct



POTENTIAL FUTURE ENHANCEMENTS

- **Real-Time information at stations**
- **All-Door Boarding**
- **Business-and-Transit/Bus-and-Turn (BAT) Lane**
- **Improved Transit Facility at Neshaminy Mall**
- **Improvements to Interplex stop in Bensalem Township, Bucks County**

**Scheduled for
Fall 2017!**



DVRPC SELF CERTIFICATION

METROPOLITAN TRANSPORTATION

PLANNING AND PROGRAMMING

PROCESS

DVRPC
Board
Meeting

John Ward
Deputy Executive
Director

June 22, 2017

DVRPC SELF CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

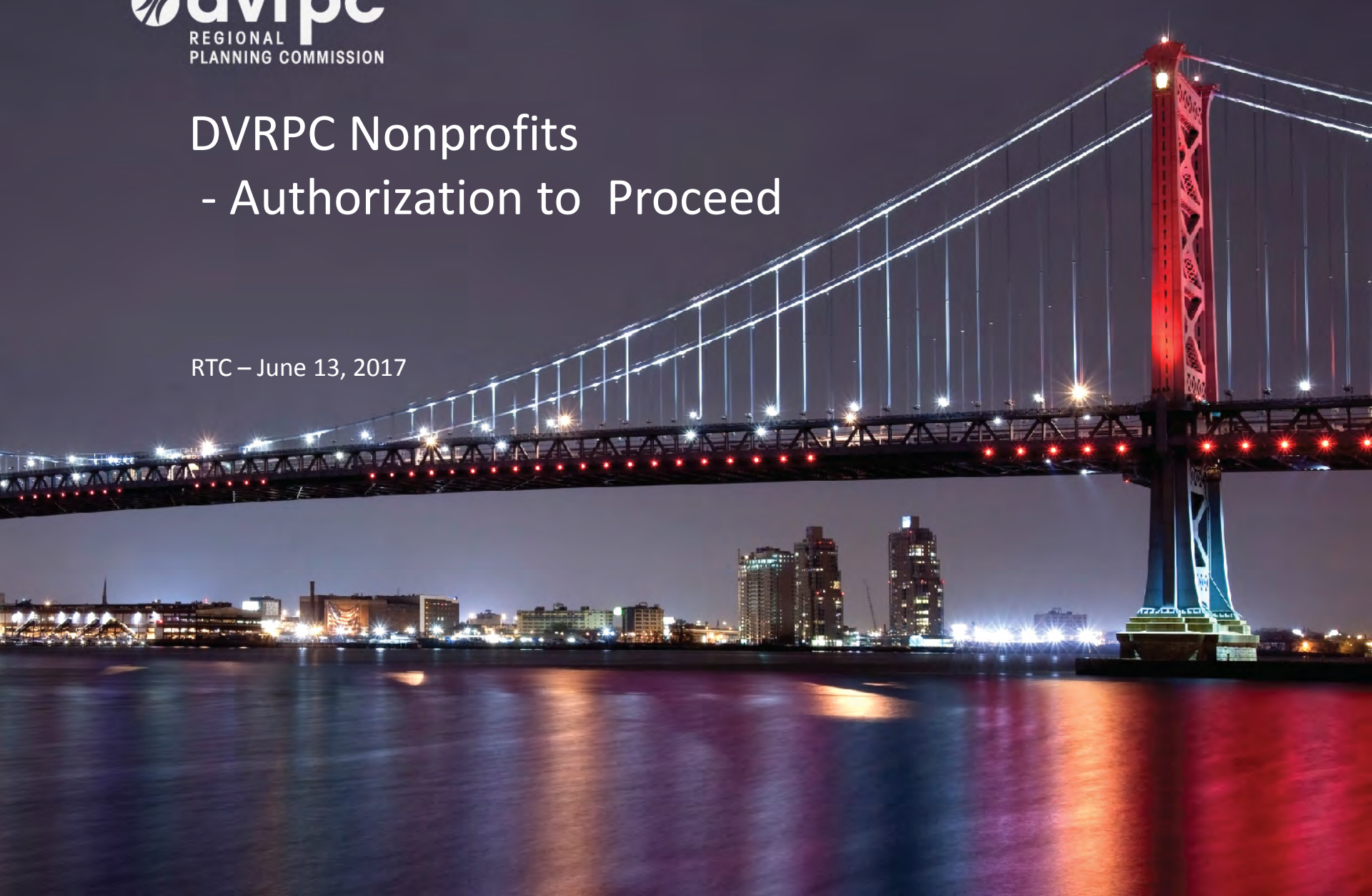
Action Proposed

That the Board adopt Resolution No. B-FY17-006 certifying that the DVRPC Metropolitan Transportation Planning and Programming Process is in conformance with federal regulations implementing the FAST Act, MAP-21, the Clean Air Act Amendments, and other federal legislation.



DVRPC Nonprofits - Authorization to Proceed

RTC – June 13, 2017



Brief History of Nonprofit Idea Conversation

- Considered internally in early 2000s to pursue additional watershed-wide environmental planning
- Funding support from William Penn Foundation tabled the idea at that time
- Discussed in winter of 2016 with overview of other MPOs' nonprofit subsidiaries
- Revisited at February 2017 Board Policy Committee and subsequent follow up discussions

Why Consider a Nonprofit Arm of DVRPC?

- Federal and State funding for planning initiatives may not continue at the same level as in the past
- DVRPC has expertise in planning that serves the region well, new approaches may be needed to continue to serve that role
- As an MPO, DVRPC is not eligible for funding from many foundations and some government agencies, whereas nonprofits are eligible
- Other MPOs successfully utilize their nonprofit status to provide services to their region
- A nonprofit can support certain initiatives and priorities outside the existing MPO structure

What Can't We Do Now?

- DVRPC is not eligible to apply to many foundations, including Ford, Claneil, and Surdna, which only grant to nonprofits
 - Many foundations focus on healthy communities and sustainability, DVRPC strengths
- Certain state agencies, such as PA DCNR, do not consider DVRPC an eligible applicant, which must be nonprofit or local government
- Anticipate possible future government funding limitations for equity through access, climate change adaptation, smart growth, healthy community, etc.

MPO Examples with Nonprofit Arms

- Kansas City/MARC (Mid-America Regional Council) established Community Service Corp in 2004
- Hartford/CRCOG (Capitol Region Council of Governments) established CRCOG Foundation in 2005
- San Diego/SANDAG (San Diego Association of Governments) established SourcePoint in 1982
- Also: Pittsburgh, Cleveland, Boston, Austin and Chicago (under development)

Proposed Structure

- Separate 501c3 for PA and NJ counties
- Board members for each = DVRPC Board reps for each county
- Meet after DVRPC Board Executive Committee on schedule TBD, not less than annually
- Actions approved by unanimous vote
- Staffed by existing DVRPC planning and admin staff

Set Up and Ongoing Costs of Nonprofits

- One-time set up fees of \$5,000 - \$10,000 for 501c3 applications to IRS plus attorney fees
- Minimal yearly audit fee and administrative costs, folded into existing administrative functions
- No additional staff or overhead costs
- All fees to come from General Fund – no additional costs to member governments

Project Ideas for New 501c3s

- Pass through funding to counties for projects via new grants
- Trail Sponsor for completing gaps in the Circuit, where local sponsor is unavailable
- Healthy Community Planning in more areas
- Facilitate more shared services agreements, like Regional Streetlight Procurement Program
- New opportunities yet to be identified

Action Requested

- Recommend that the Board authorize DVRPC staff to develop the draft mission statement, By-Laws, and proposed Articles of Incorporation for two nonprofit organizations, to serve the 5 PA counties and the 4 NJ counties in partnership with DVRPC. Final approval to create the organizations will be subject to subsequent Board action.

New Jersey Transportation Alternatives Program (TAP)

Katrina Lawrence
Office of Project Implementation

What is TAP

- TAP program was established by Congress in 2012 under MAP-21 and was replaced with a set-aside of funds under the Surface Transportation Block Grant Program (STBG) by the FAST Act in 2015
- TAP provides federal funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

Eligible TAP Activities

- Bicycle & Pedestrian Facilities
- Conversion of abandoned railroad corridors for trails
- Construction of Scenic Turnouts, Overlooks, and Viewing Areas
- Historic preservation and rehabilitation of historic transportation facilities

Eligible TAP Activities (con't)

- Community improvement activities, specifically: streetscaping and corridor landscaping
- Environmental mitigation to address stormwater
- Wildlife mortality mitigation

Selection Process

- DVRPC Review Committee
 - Four New Jersey Counties and NJDOT
- Selection Criteria
 - Developed by the 3 New Jersey MPOs and NJDOT
- Application Period (August 5, 2016 – November 10, 2016)

Selected Projects

Project Title	Sponsor	Award Amount
North Camden Waterfront Park Development Project	Camden City	\$825,000
Mount Holly Streetscape Project - High Street Phase II	Mount Holly Township	\$483,000
Merchantville Pedestrian Street	Merchantville Borough	\$861,000
Proposed Mt. Rose Segment of Lawrence Hopewell Trail	Hopewell Township	\$1,000,000
Lenola Town Center Improvements Plan	Moorestown Township	\$971,000
Camden County Grove Street Trail Connector	Camden County	\$255,000
Downtown Streetscape Improvements Phase II	Pennington Borough	\$580,000
	Total	\$4,975,000

Action

That the RTC recommends that the Board approve the list of New Jersey TAP projects identified for our allocation of funds. Further that these projects be amended into the FY 2016 S/TIP for NJ (TIP Action NJ16-137) in the amount of \$4,975,000 for TAP and be drawn from the Statewide line item (DB# X107 for TAP) at the appropriate time for obligation.

REQUESTED ACTION

Staff requests the RTC to recommend authorization to **open a minimum 30-day public comment period** for the purpose of gathering public and agency comments for:

- ***Draft Connections 2045 Long-Range Plan,***
- ***Draft FY 2018 TIP for New Jersey, and***
- ***Draft Conformity Finding of the Connections 2045 Long-Range Plan, FY 2017 TIP for Pennsylvania, and FY 2018 TIP for New Jersey;***

to issue proper public notifications; to publish the draft documents of the respective Draft Plan, Draft TIP, and Draft Conformity Findings on the internet; to make copies available at certain public libraries; and to hold public meetings.



→ Regional Trails Program: Phase V PA Grant Awards

Regional Technical Committee, June 13, 2017



Proposed Grant Awards

1. Schuylkill River Trail - Monocacy Bridge (design and construction), Schuylkill River Heritage Area - \$325,636
2. Neshaminy Creek Trail - Dark Hollow Park (design), Bucks County - \$298,836
3. D&L Canal Trail - Tyburn Road (construction), The Delaware & Lehigh National Heritage Corridor - \$75,000
4. Warner Spur (study), Chester County - \$80,000
5. Darby Creek Trail - Swedish Cabin to Kent Park (construction), Delaware County - \$115,848
6. Darby Creek Trail - Kent Park to Gateway Trail (design), Delaware County - \$80,000

Proposed Grant Awards

7. Octorara Trail - Phase I (design), Concord Township - \$250,000
8. Schuylkill River Trail and Chester Valley Trail Extension - Norristown Trail Junction Center (design), Montgomery County - \$100,000
9. Wissahickon Trail - Northwestern Avenue (study), Montgomery County - \$25,000
10. North Gulph Road Connector (study), Valley Forge Park Alliance - \$60,000
11. Cobbs Creek Trail - Segment B (design and construction), Philadelphia - \$350,000
12. Parkside Cynwyd Trail (design), Philadelphia - \$50,000

DVRPC Regional Trails Program
Schuylkill River Trail - Monocacy Bridge

SCHUYLKILL RIVER

School St

E Main St

724

Sixpenny Creek

Main St

Monocacy

E Main St

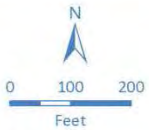
724

UNION

Shed Rd

The Circuit Trails:

- Existing
- In Progress
- Planned



Basemap: ESRI



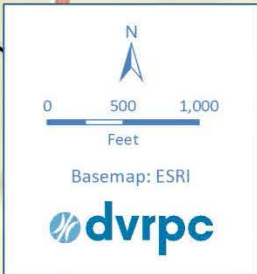
DVRPC Regional Trails Program

Neshaminy Creek Trail - Dark Hollow Park

DOYLESTOWN

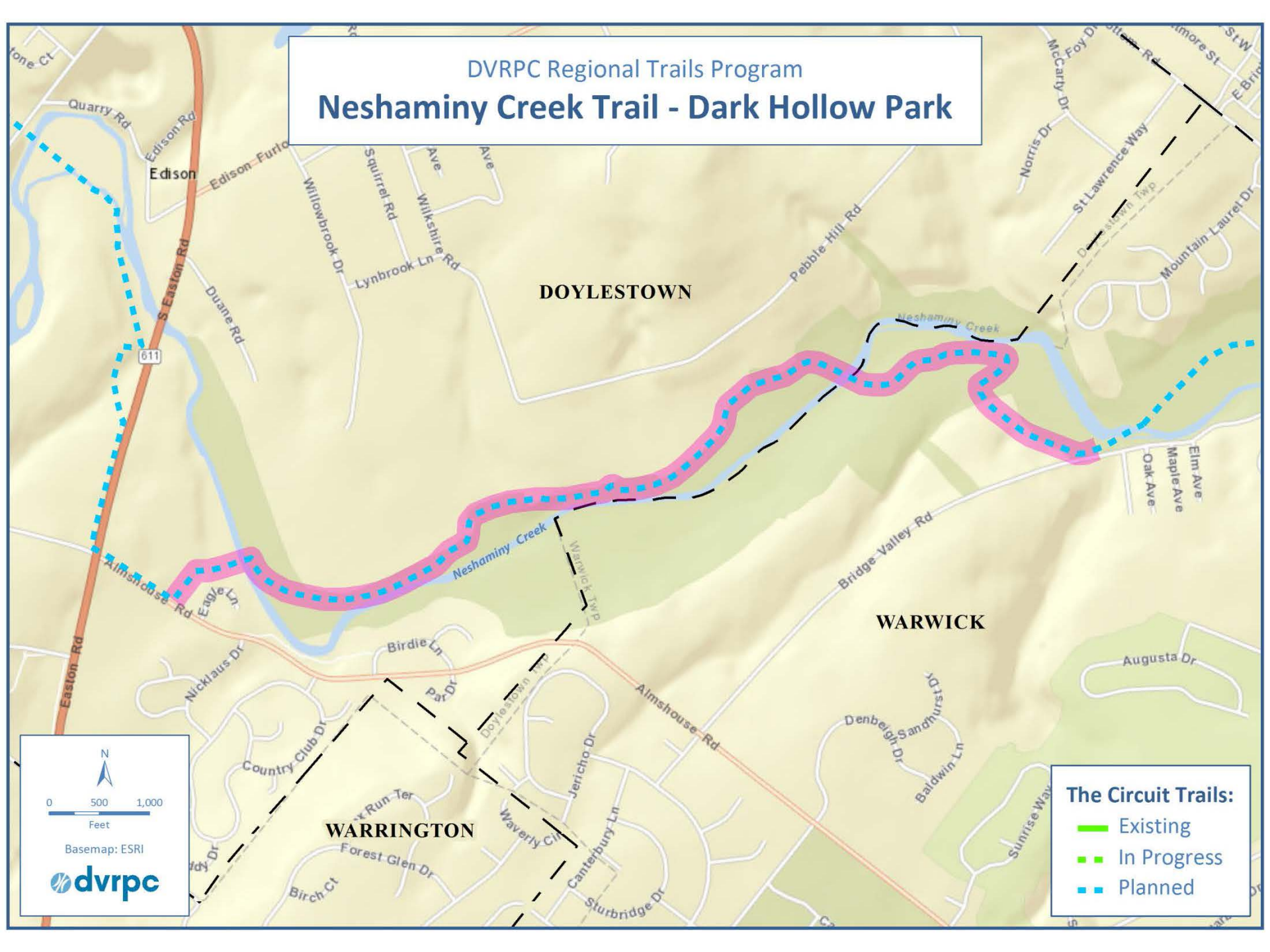
WARWICK

WARRINGTON



The Circuit Trails:

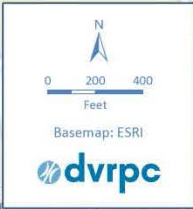
- Existing
- In Progress
- Planned



DVRPC Regional Trails Program D&L Canal Trail - Tyburn Road



FALLS



The Circuit Trails:

- Existing
- In Progress
- Planned

CHARLESTOWN

DVRPC Regional Trails Program Warner Spur


TREDYFFRIN

EAST WHITELAND

N

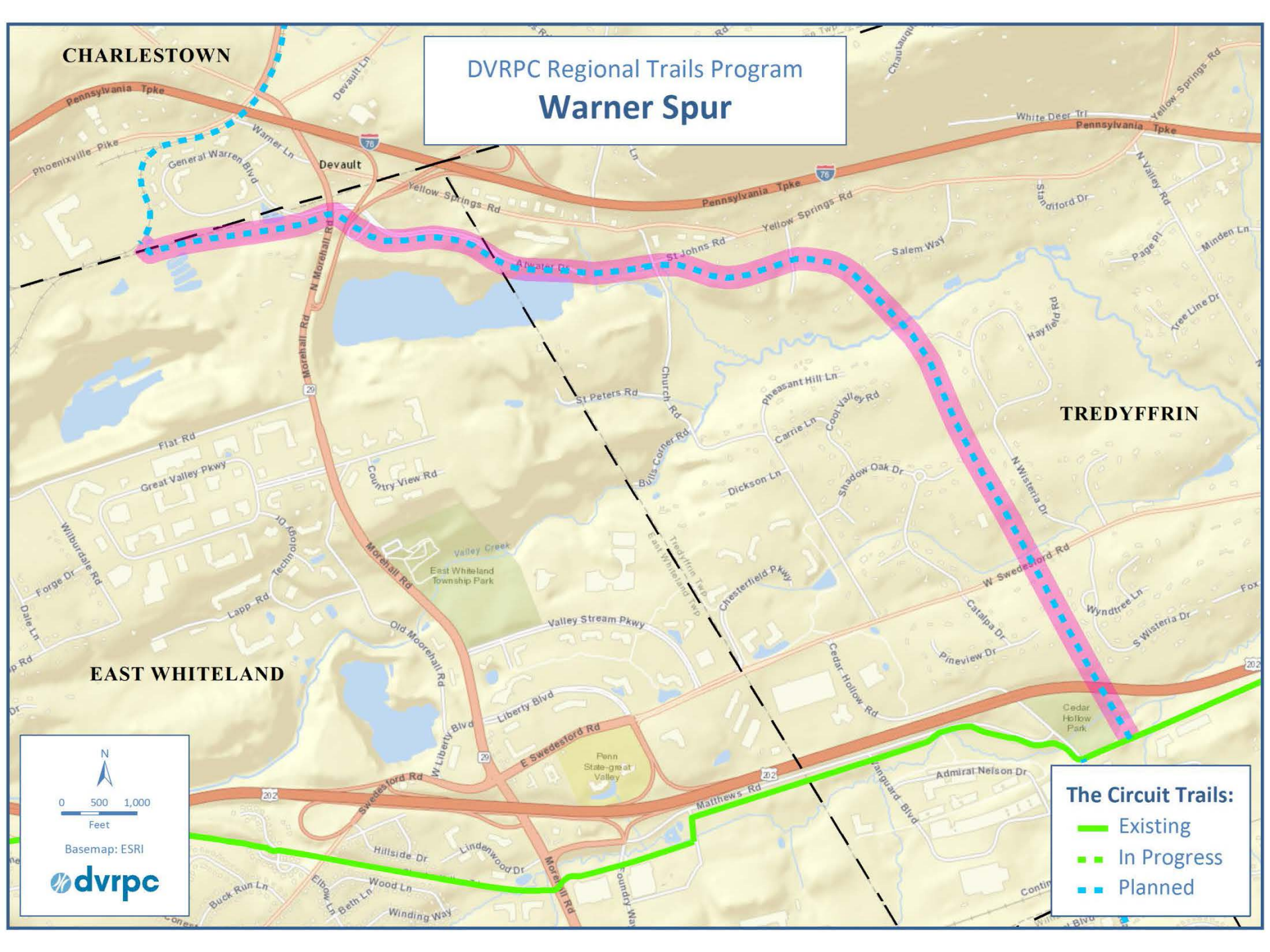
0 500 1,000
Feet

Basemap: ESRI



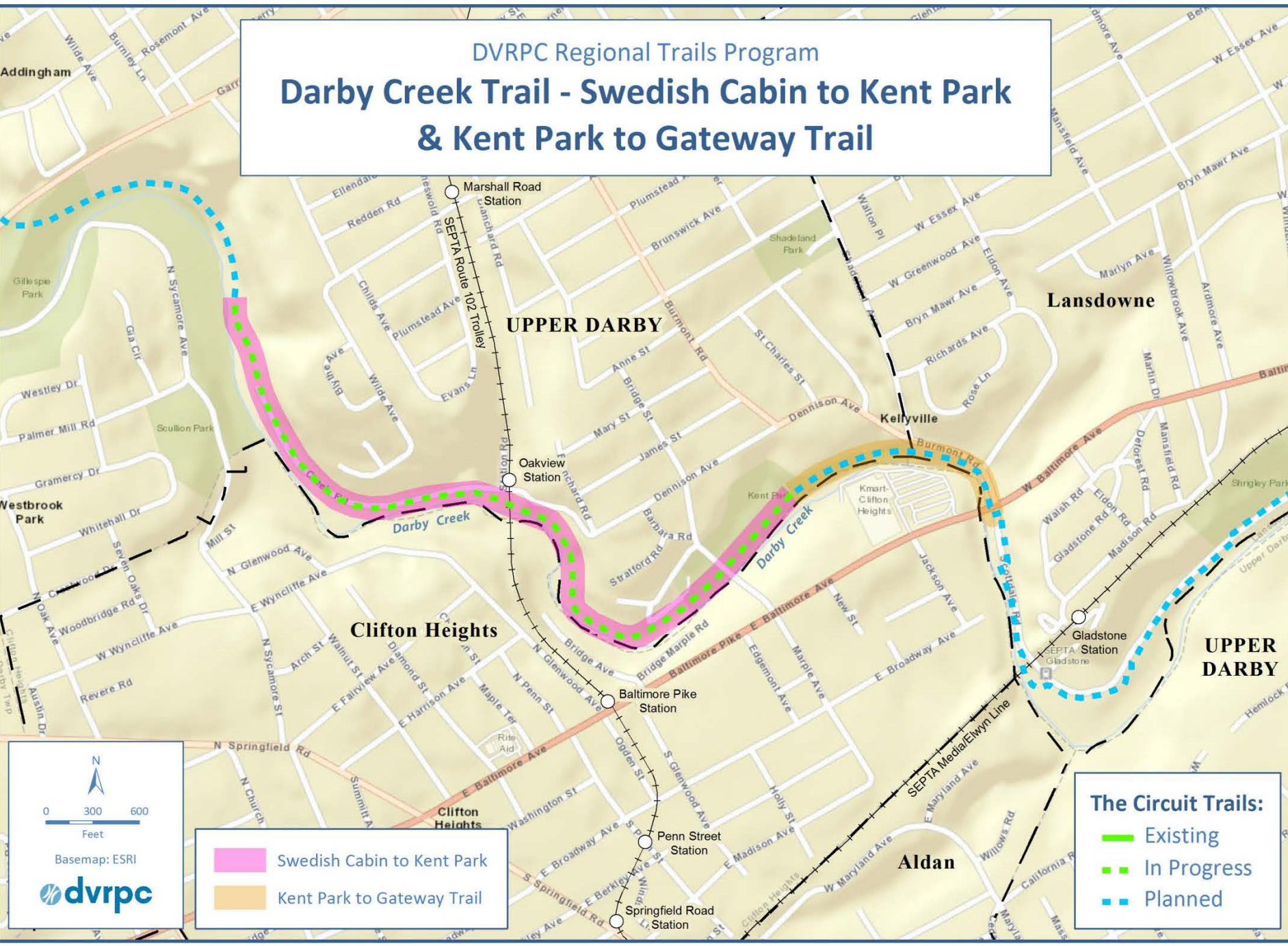
The Circuit Trails:

- Existing
- - - In Progress
- - - Planned



DVRPC Regional Trails Program

Darby Creek Trail - Swedish Cabin to Kent Park & Kent Park to Gateway Trail



0 300 600
Feet

Basemap: ESRI

- Swedish Cabin to Kent Park
- Kent Park to Gateway Trail

The Circuit Trails:

- Existing
- In Progress
- Planned

THORNBURY

DVRPC Regional Trails Program Octoraro Trail - Phase 1

CHADDS FORD

CONCORD

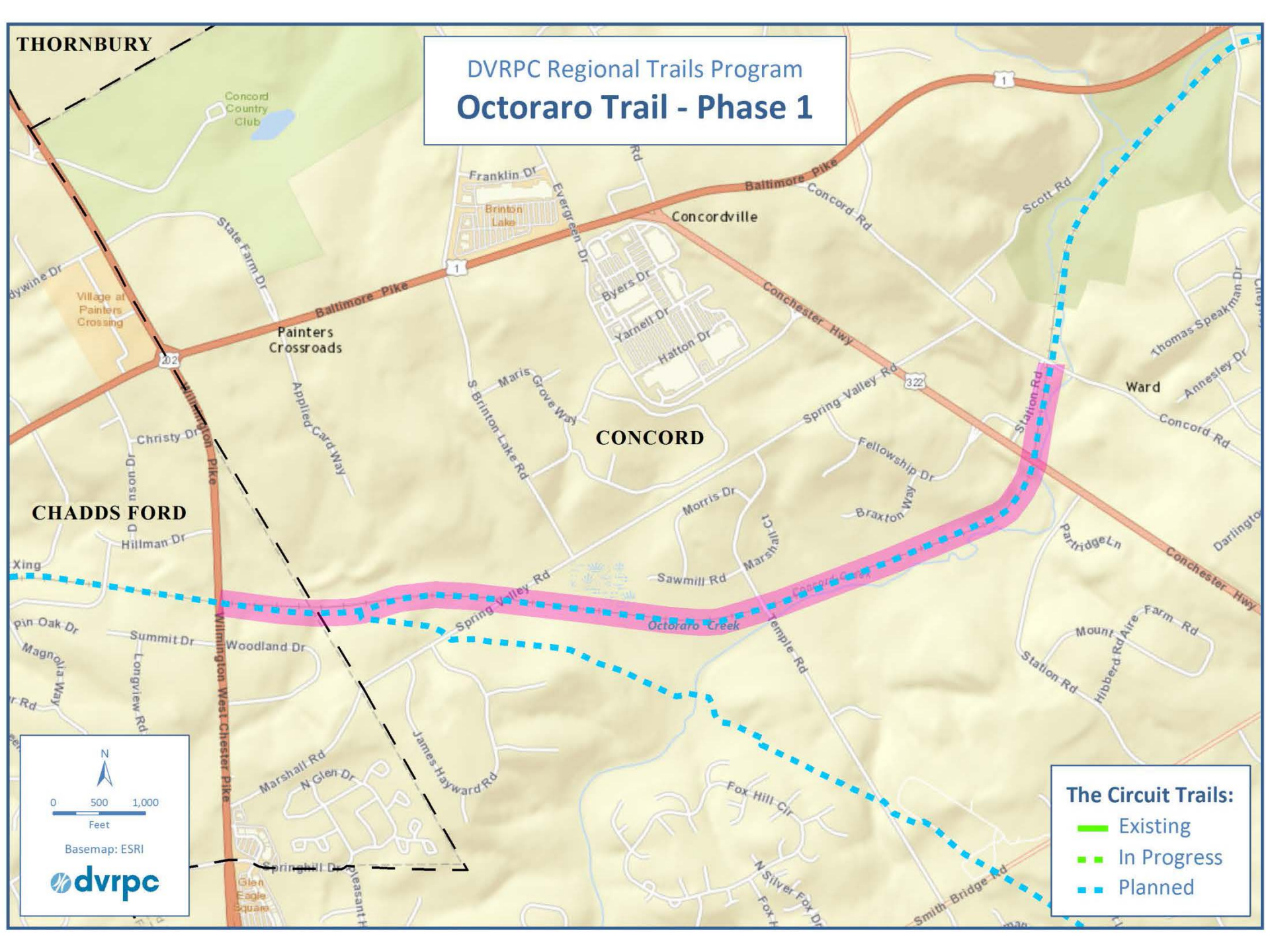
N

0 500 1,000
Feet

Basemap: ESRI

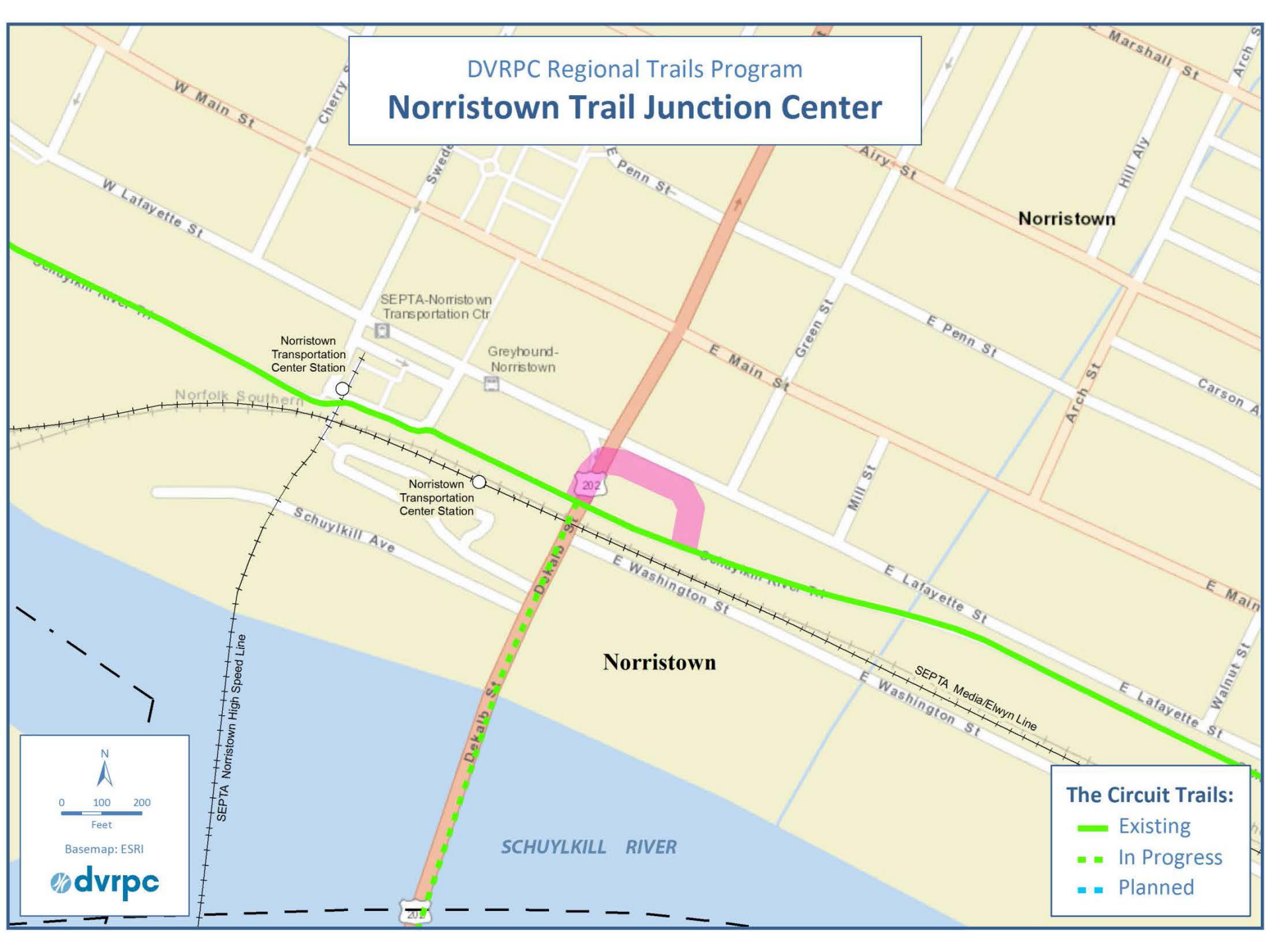
The Circuit Trails:

- Existing
- - - In Progress
- - - Planned



DVRPC Regional Trails Program

Norristown Trail Junction Center



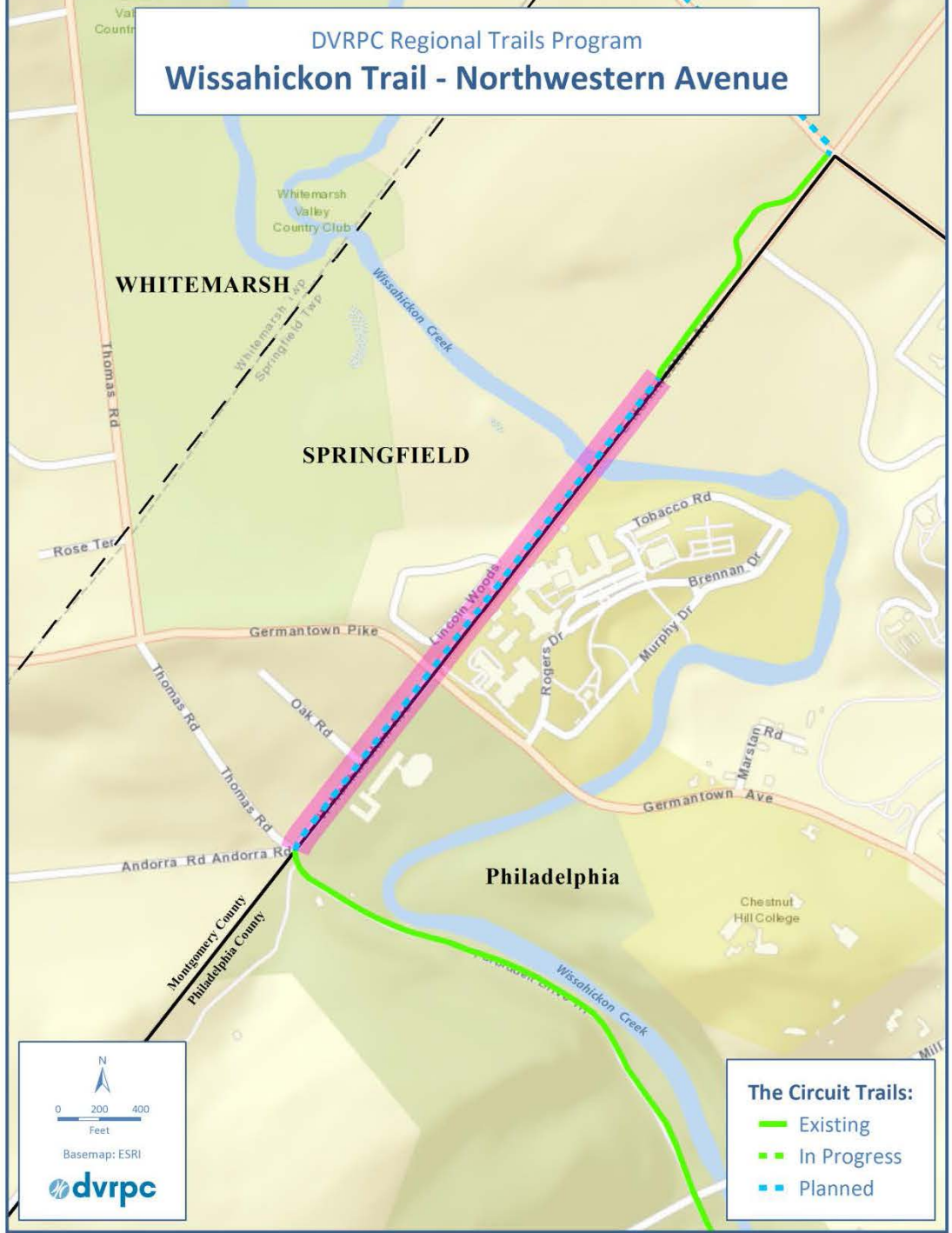
0 100 200
Feet
Basemap: ESRI

The Circuit Trails:

- Existing
- In Progress
- Planned

DVRPC Regional Trails Program

Wissahickon Trail - Northwestern Avenue



N

0 200 400

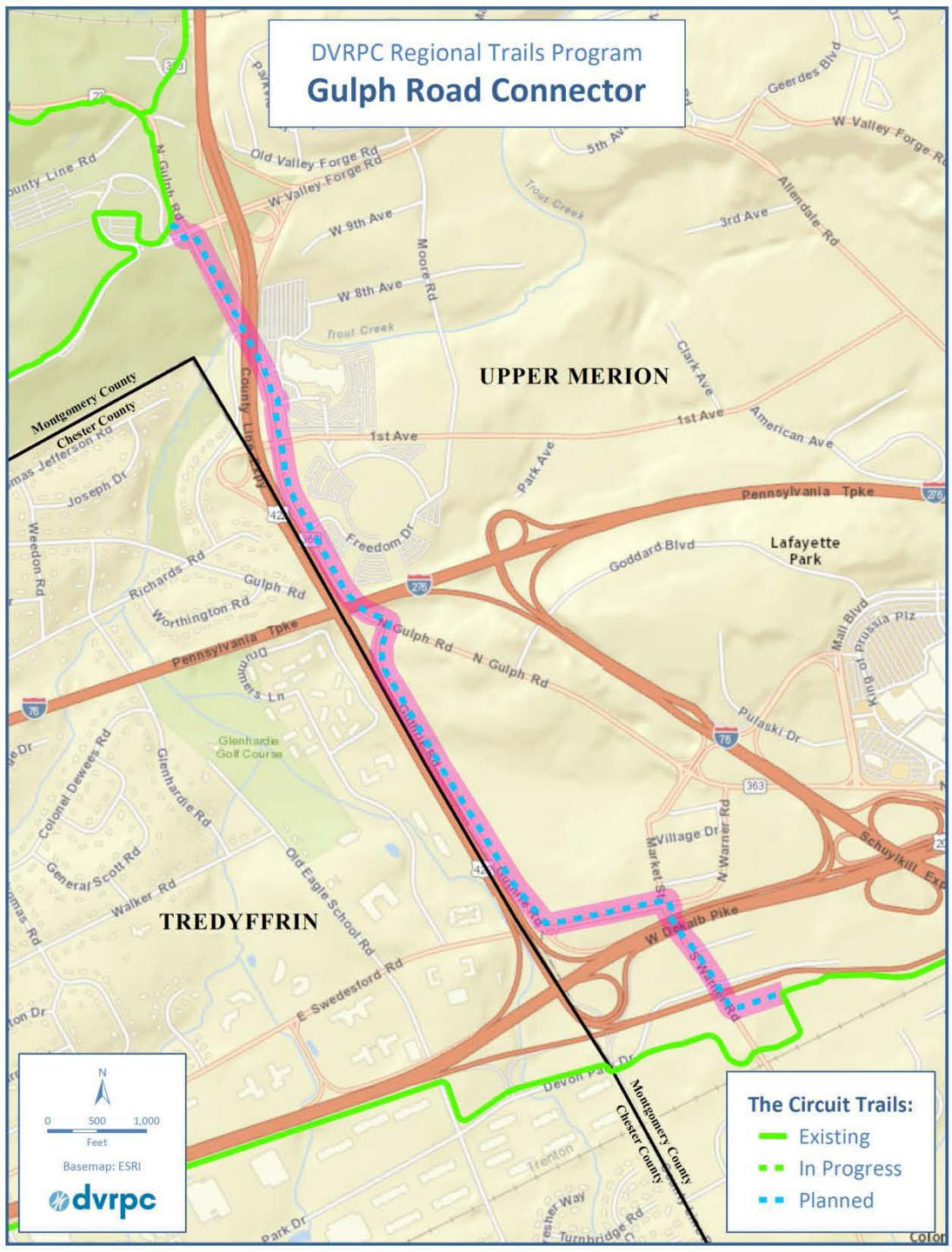
Feet

Basemap: ESRI

The Circuit Trails:

- Existing
- In Progress
- Planned

DVRPC Regional Trails Program Gulph Road Connector



0 500 1,000
Feet
Basemap: ESRI

The Circuit Trails:

- Existing
- In Progress
- Planned

Action Proposed

- **That the RTC recommend Board approval of these ten Phase V Pennsylvania Regional Trails Program grant awards.**



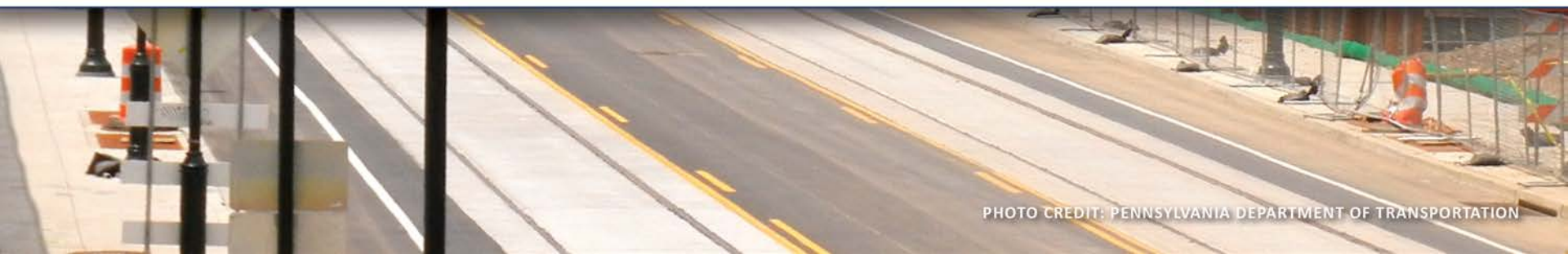
TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2016-2019)

Pennsylvania TIP (FY2017-2020)

June 2017



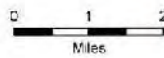
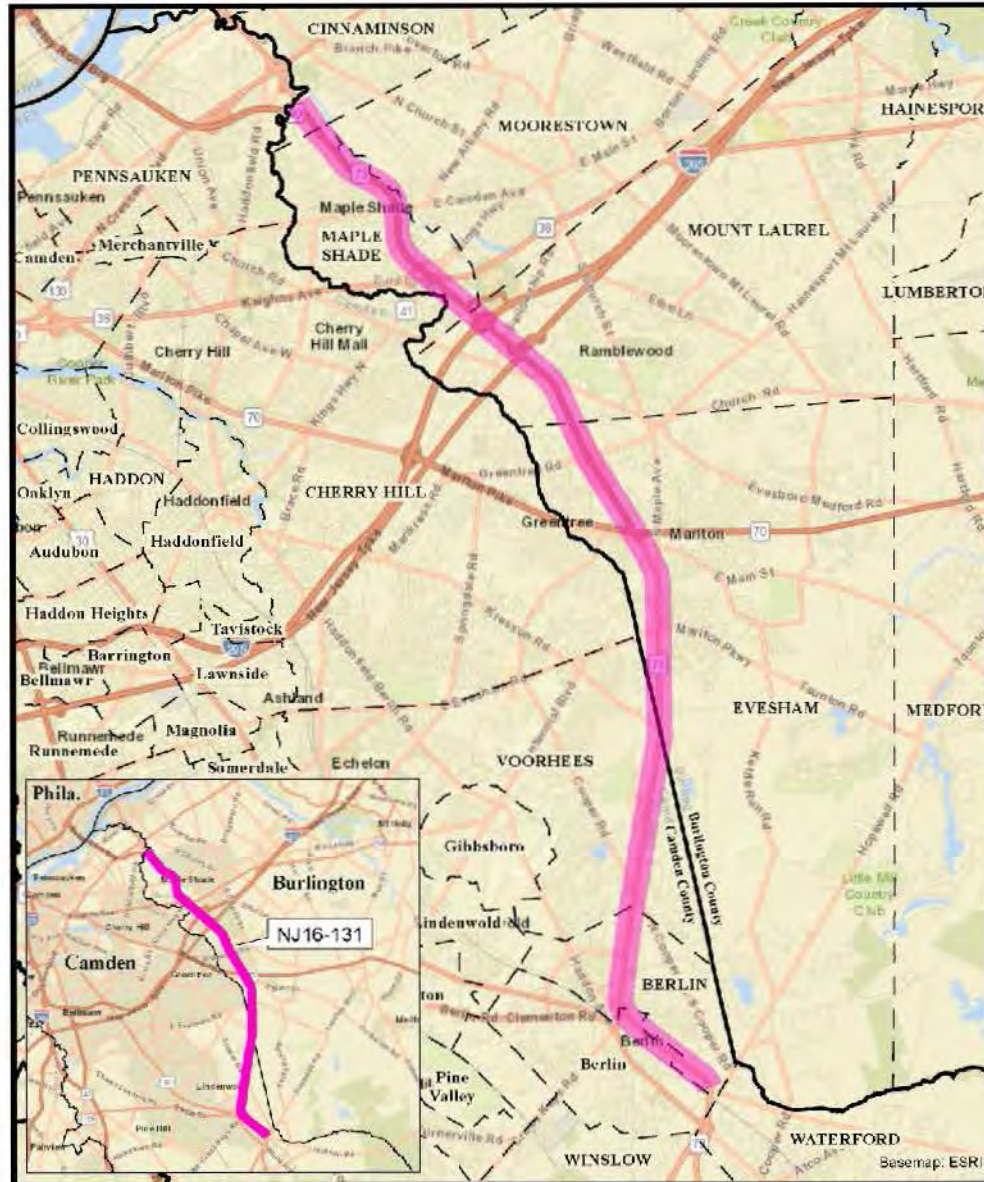
Rt. 73, CR 534 (Jackson Rd) to Fork Landing

Burlington & Camden Counties | Add New Project to the TIP

- ▶ **Action Type:** TIP Amendment.
- ▶ **Action:** Add a new \$18,000,000 CMAQ funded project to the TIP for FY17 CON.
- ▶ **Reason:**
 - Upgrade existing Controlled Traffic Signal System to Adaptive Traffic Signal System
 - Replace Trunk fiber backbone
 - Install fiber hub, replacing Fiber Cross cabinet at Rt. 73/Rt. 70



NJ16-131: Route 73, CR 534 (Jackson Road) to Fork Landing Road



TIP Action | Proposed – NJ

Amend the NJ TIP for the Following Project:

- a. **Rt. 73, CR 534 (Jackson Rd) to Fork Landing, Burlington & Camden Counties**

RTC Recommends that the Board approve TIP Action NJ16-131 to amend the TIP by adding new \$18,000,000 CMAQ funded project to the TIP for FY17 CON.



Bridge Preventive Maintenance

Statewide | Scope Increase

- ▶ **Action Type:** TIP Amendment.
- ▶ **Action:** Increase EC phase by \$71,000,000 (\$59,000,000/\$12,000,000 STP) from \$62,000,000 (\$22,000,000 NHPP/\$15,000,000 STP/\$25,000,000 State) to \$133,000,000 (\$81,000,000 NHPP/\$27,000,000 STP/\$25,000,000 State) in FY17.
- ▶ **Reason:**
 - Maintenance Bridge Painting Contracts (2016-4, 2016-5)
 - Drawbridge Preventive Maintenance Contract 2017-2
 - Preserve and prolong useful life of bridges



Bridge Preventive Maintenance

Statewide | Scope Increase

- ▶ **Maintenance Bridge Painting Contract 2016-4**
 - \$6,000,000
 - Paint 6 structures on I-195 in Mercer, Ocean, and Monmouth Counties
- ▶ **Maintenance Bridge Painting Contract 2016-5**
 - \$6,000,000
 - Paint 7 structures on I-295 in Burlington and Camden Counties
- ▶ **Drawbridge Preventive Maintenance Contract 2017-2**
 - \$8,000,000
 - Structural and electrical maintenance on 9 structures
 - Rt. 30, US40/322, NJ-47, NJ-71, and US 130
 - Gloucester, Atlantic, Cape May, Monmouth, and Salem Counties



TIP Action | Proposed – NJ

Amend the NJ TIP for the Following Project:

b. Bridge Preventive Maintenance, Statewide

RTC Recommends that the Board approve TIP Action NJ16-132 to amend the TIP by adding new \$18,000,000 CMAQ funded project to the TIP for FY17 CON.



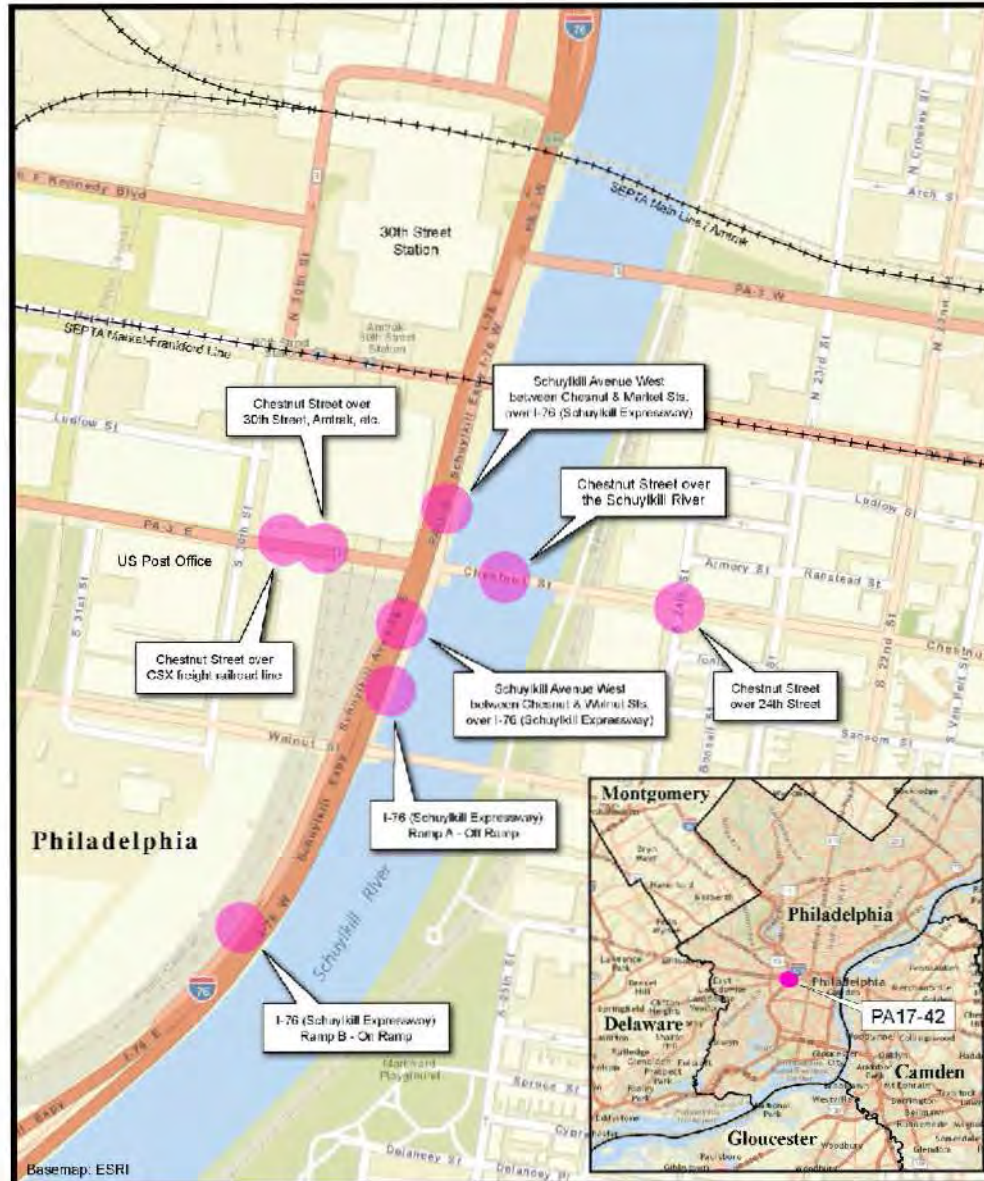
Chestnut Street Bridges, Ramps, (8) at 30th Street City of Philadelphia | Low Bid CON Cost Increase

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Increase CON cost by an \$6,242,000 from \$107,705,000 to \$113,947,000, accordingly:
 - FY19 - \$3,121,000 (\$2,497,000 NHPP/\$624,000 State 185)
 - FY20 - \$3,121,000 (\$2,497,000 NHPP/\$624,000 State 185)

Reasons: Low bid cost increase due to removal of portion of existing bridge, temporary shielding, flowable backfill dismantling and resetting stone, mobilization, jacking bridge superstructure, maintenance and protection of traffic, and concrete bridge deck repair.



PA17-42: Chestnut Street Bridges, Ramps, (8) at 30th Street



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

c. Chestnut Street Bridges, Ramps, (8) at 30th Street, City of Philadelphia

RTC Recommends that the Board approve TIP Action PA17-42 to amend the TIP by increasing CON cost by \$6,242,000 accordingly:

- FY19 - \$3,121,000 (\$2,497,000 NHPP/\$624,000 State 185)
- FY20 - \$3,121,000 (\$2,497,000 NHPP/\$624,000 State 185)



Bridge Groups M & N

Various Counties | Add New Projects to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add Bridge Group M for \$5,400,000 and Bridge Group N for \$7,300,000:

Reasons: Five bridges in Bucks and Chester counties (Bridge Group M) are SD and will be replaced. Seven bridges in Bucks, Chester, and Montgomery Counties (Bridge Group N) are SD and will be replaced, one bridge in Bucks County is not SD and will be rehabilitated.



Bridge Groups M & N

Various Counties | Add New Projects to TIP

► Bridge Group M:

– Bucks County:

- Dublin Pike Road over Deep Run (Bridge Key 6987) in Hilltown Township; and
- Butler Avenue over Branch of West Neshaminy Creek (Bridge Key 6913) in New Britain Township.

– Chester County:

- PA 926/West Street Road over Radley Run (Bridge Key 10284) in Thornbury Township;
- Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10511) in Newlin Township; and
- Green Valley Road over Branch of West Branch of Brandywine Creek (Bridge Key 10510) in Newlin Township.

Bridge Groups M & N

Various Counties | Add New Projects to TIP

▶ Bridge Group N:

– Bucks County:

- Aquetong Road over Branch of Aquetong Creek (Bridge Key 7100) in Solebury Township;
- Rehabilitation of Hulmeville Road over Chubb Run (Bridge Key 7222) in Middletown Township; and
- Richlandtown Road over Cooks Creek (Bridge Key 7419) in Springfield Township.

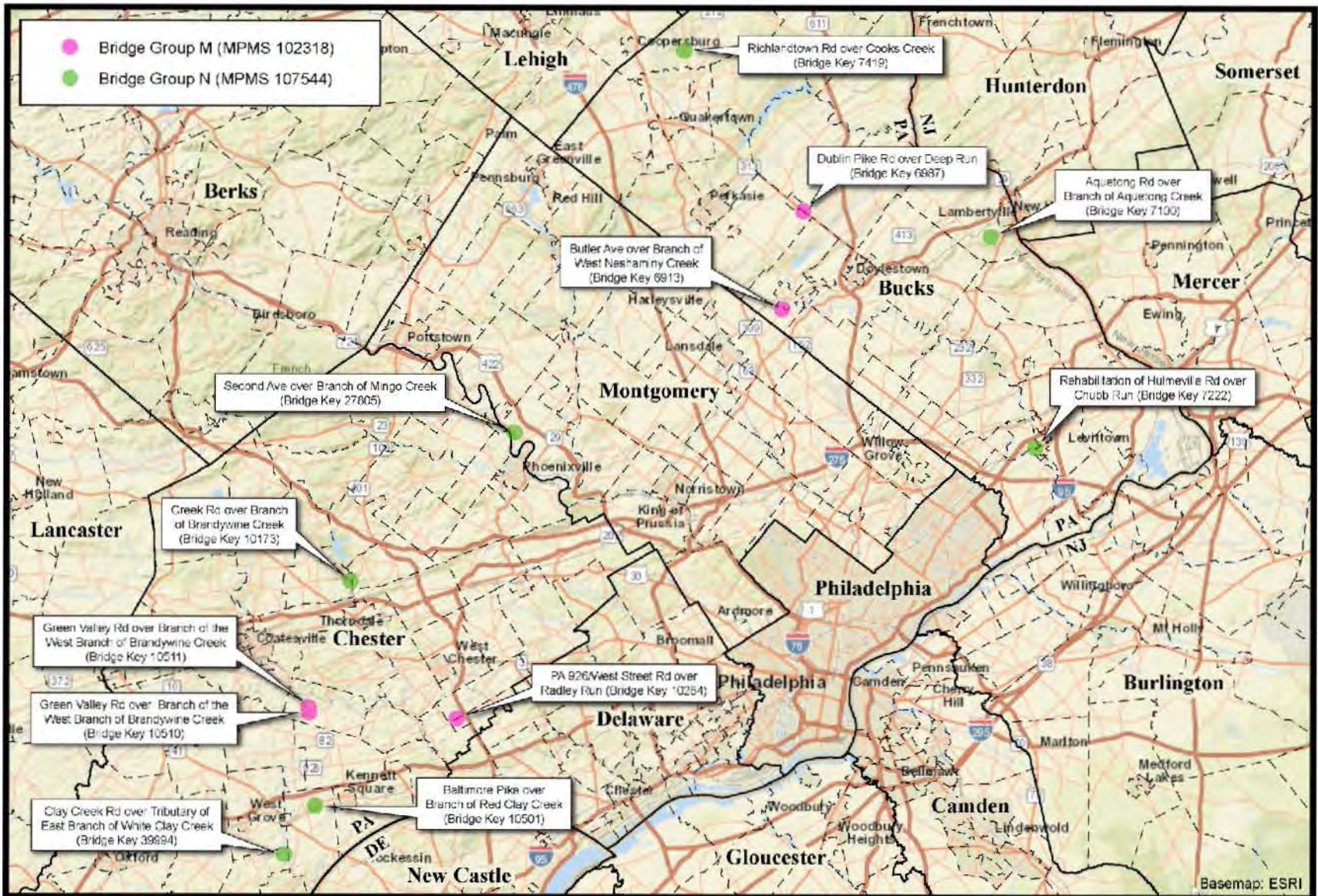
– Chester County:

- Clay Creek Road over Tributary of East Branch of White Clay Creek (Bridge Key 39994) in Franklin Township;
- Creek Road over Branch of Brandywine Creek (Bridge Key 10173) in East Brandywine Township; and
- Baltimore Pike over Branch of Red Clay Creek (Bridge Key 10501) in New Garden Township.

– Montgomery County:

- Second Avenue over Branch of Mingo Creek (Bridge Key 27805) in Upper Providence Township.

PA17-43: Bridge Groups M & N



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

d. Bridge Groups M & N, various Counties

RTC Recommends that the Board approve TIP Action PA17-43 to amend the TIP by adding Bridge Group M for \$5,400,000 and Bridge Group N for \$7,300,000, and program accordingly:

Bridge Group M

- UTL for \$100,000 (\$80,000 STU/\$20,000 State 185) in FY17; ROW for \$100,000 in FY18 (\$40,000 STU/\$10,000 State 185) and FY19 (\$40,000 STU/\$10,000 State 185); and CON for \$5,200,000 in FY19 (\$2,000,000 State 185), FY20 (\$1,000,000 State 185), and FY21 (\$2,200,000 State 185).
FY20 - \$3,121,000 (\$2,497,000 NHPP/\$624,000 State 185)

Bridge Group N

- UTL for \$100,000 (\$100,000 State 185) in FY19; ROW for \$200,000 in FY20 (\$200,000 State 185); and CON for \$7,000,000 in FY19 (\$1,000,000 State 185), FY20 (\$1,000,000 State 185), FY21 (\$1,000,000 State 185), FY22 (\$1,000,000 State 185), and FY23 (\$3,000,000 State 185).

PA 291 Drainage Improvement

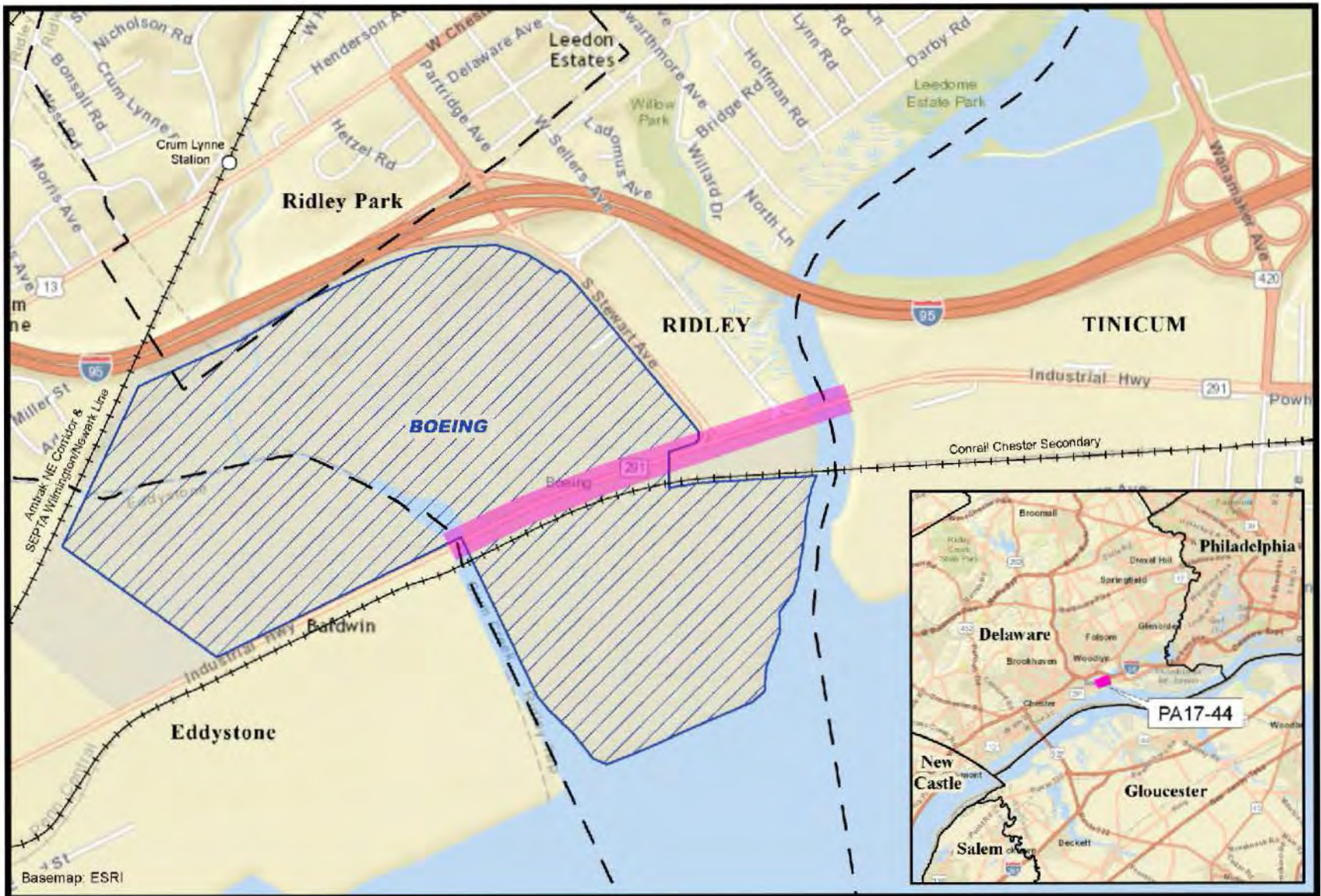
Delaware County | Add New Project to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$1,215,000 project and program accordingly:
 - FY17 - \$75,000 State 581 for PE
 - FY18 - \$15,000 State 581 for FD
 - FY19 - \$50,000 State 581 for UTL; \$75,000 State 581 for ROW
 - FY21 - \$1,000,000 STU/Toll Credit for CON

Reasons: Flooding is major issue at location. Road closures have adverse impacts on local business and creates access issues to Chester City.



PA17-44: PA 291 Drainage Improvement



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

e. PA 291 Drainage Improvement, Delaware County

RTC Recommends that the Board approve TIP Action PA17-44 to amend the TIP by adding a new \$1,215,000 project and program accordingly:

- FY17 - \$75,000 State 581 for PE
- FY18 - \$15,000 State 581 for FD
- FY19 - \$50,000 State 581 for UTL; \$75,000 State 581 for ROW
- FY21 - \$1,000,000 STU/Toll Credit for CON



Railroad Crossing (RRX) LED Light Installation Various Counties | Add New Projects to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$247,000 RRX funded project and program accordingly:
 - FY17 - \$247,000 RRX for CON
- ▶ **Reasons:** Install LED warning lights at 10 crossing locations
- ▶ Additional Funds to the region



Railroad Crossing (RRX) LED Light Installation Various Counties | Add New Projects to TIP

▶ Delaware County:

- Oak Lane, SR 2015
- Ashland Ave., Eddystone
- South Ave. , SR 201
- Amosland Ave., SR 2021
- Swarthmore Ave. ,SR 2025
- Fairview Rd., SR 2035
- Meetinghouse Rd., SR 3012
- Naamans Creek Rd., SR 491

▶ Philadelphia:

- Weccacoe Ave.
- Snyder Ave., SR 2002



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

f. Railroad Crossing (RRX) LED Light Installation, Various Counties

RTC Recommends that the Board approve TIP Action PA17-45 to Amend the TIP by adding a new \$247,000 project and program CON in FY17 in the amount of \$247,000 RRX for the following locations:

▶ **Delaware County:**

- Oak Lane, SR 2015
- Ashland Ave., Eddystone
- South Ave. , SR 201
- Amosland Ave., SR 2021
- Swarthmore Ave. ,SR 2025
- Fairview Rd., SR 2035
- Meetinghouse Rd., SR 3012
- Naamans Creek Rd., SR 491

▶ **Philadelphia:**

- Weccacoe Ave.
- Snyder Ave., SR 2002





Transportation
Improvement
Program

TIP

Thank You!

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