



TIP ACTIONS

Transportation Improvement Program

New Jersey TIP (FY2022-2025)

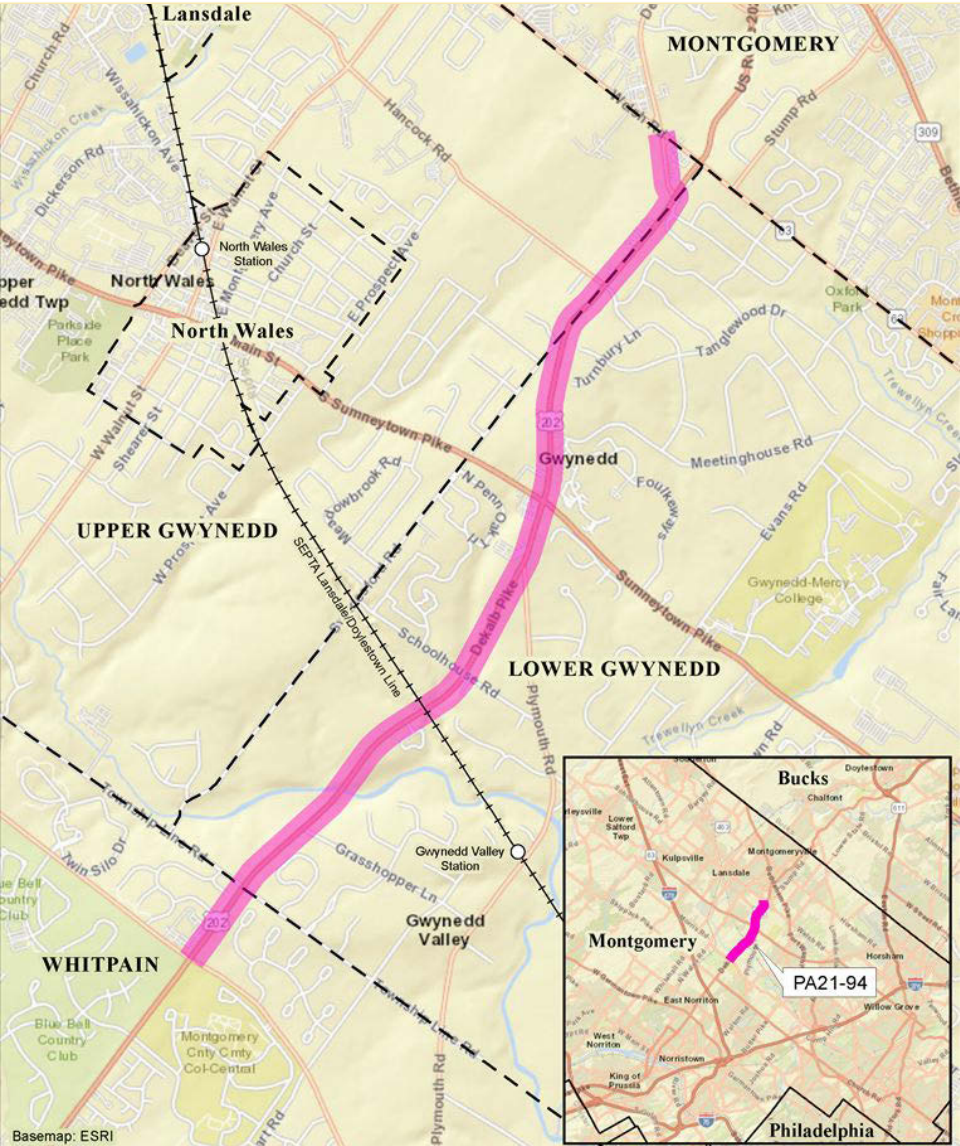
Pennsylvania TIP (FY2021-2024)

DVRPC RTC | July 2022



US 202, Morris Road to Swedesford Road (65S)

Montgomery County | CON Cost Increase



TIP Amendment

Action: Increase CON phase by \$5.043 million (M) (\$4.034 M STU/\$1.009 M State 581) in FY22

Reason: Advance Construct conversion; cost increased due to:

- *Roadway paving changes*
- *Unforeseen rehabilitation of culvert*
- *Disposal of excavated materials*
- *Replacement of six pipe runs to improve storm drainage*

Background:

Intersection improvements, road widening from Morris Rd to Swedesford Rd, and new bridge construction over Wissahickon Creek

TIP ACTION | Proposed - PA



- **Request RTC Recommendation for Board Approval of TIP Amendment**
- **US 202, Morris Road to Swedesford Road (65S)**
Increase CON cost in the TIP by \$5.043 M (\$4.034 M STU/\$1.009 M State 581) in FY22

US 1 and PA 352 Interchange, Intersection, and Roadway Improvements Delaware County | PE Cost Increase



TIP Amendment

Action: Increase Preliminary Engineering (PE) cost by \$7.894 M (\$1.175 M STP/ \$1.399 M NHPP/ \$5.32 M STU) in FY22

Reason: Advance Construct conversion and increased costs due to:

- *Preliminary design and environmental studies based on selected preferred alternatives are necessary to obtain approvals to proceed to final design*

Background:

- *Reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass and upgrading roads, intersections, and traffic signals*
- *Local street improvements included to improve circulation and provide access. Pedestrian facilities included*

TIP ACTION | Proposed - PA



- **Request RTC Recommendation for Board Approval of TIP Amendment**
- **US 1 and PA 352 Interchange, Intersection, and Roadway Improvements**
Increase PE cost by \$7.894 M in FY22
- \$1.175 M STP/ \$1.399 M NHPP/ \$5.320 M STU

Parking Improvements Program

SEPTA | Advance Prior Year Funding to Current FY



TIP Amendment

Action: Advance \$15 M SECT 5307 funds from prior fiscal years to FY22 Engineering/Right-of-Way/Construction (ERC) phase

Reason: Conshohocken Station Smart Parking Garage has received NEPA approval but prior year funding must be shown in the current FY to obligate funds

Background:

- Construction of new “smart” parking garage at SEPTA’s Conshohocken Regional Rail Station that will provide travel information as part of I-76 Integrated Corridor Management project on Interstate Management Program

TIP ACTION | Proposed - PA



- **Request RTC Recommendation for Board Approval of TIP Amendment**
- **Parking Improvements Program**
Advance \$15 M federal Section 5307 funds from FY20 and FY21 to FY22 ERC

Safety and Security Improvements

SEPTA | Add a New Project and Decrease Funding to the Program

TIP Amendment

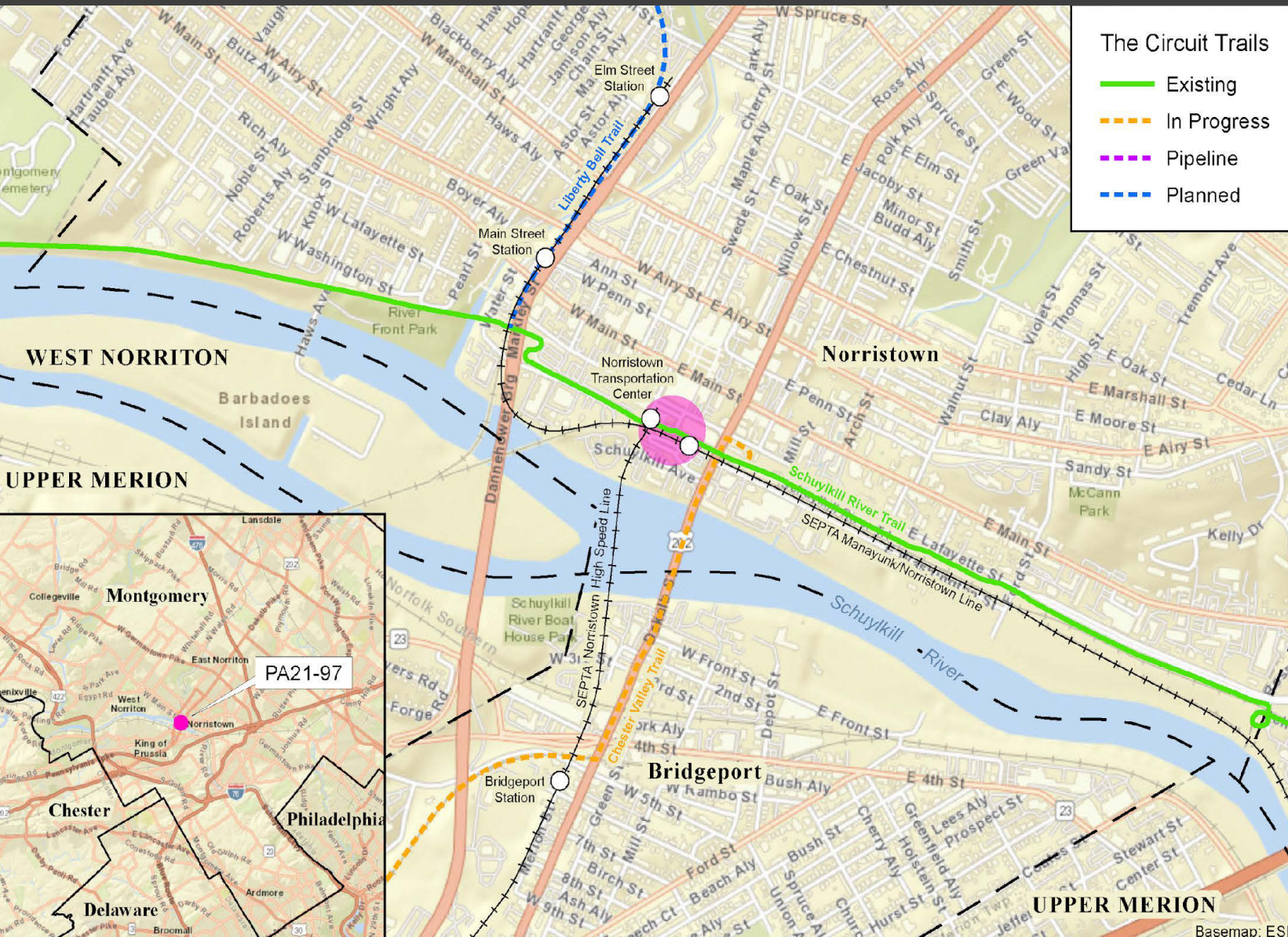
Action:

- Add \$415,000(\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 LOC) Schuylkill River Trail Safety Improvements at Norristown Transportation Center project in FY22 ERC phase
- Decrease FY22 ERC phase by \$3.2 M SECT 5307 to reflect current needs

Reason: SEPTA was awarded Transportation Infrastructure Grant (TIG) funds

Background:

- *Improvements to make the area where the Norristown Transportation Center connects to the Schuylkill River Trail safer and more convenient for local residents, travelers on the trail, and SEPTA passengers*
- *TIG funds are additional to the region*



- Trail right-of-way expansion at areas adjacent to stairwells and crossings
- Light pole relocation to remove a potentially dangerous impediment to traffic flow
- New caution reflectors will be added to additional light poles and three pedestrian crossings
- Caution wraps will be added to stair railings and the stair treads will be improved to benefit pedestrian safety

TIP ACTION | Proposed - PA



- **Request RTC Recommendation for Board Approval of TIP Amendment**
- **Safety and Security Improvements**
Add \$415,000 (\$332,000 Transportation Infrastructure Grant (TIG)/\$80,000 State 1514/\$3,000 Local) to Schuylkill River Trail Safety Improvements at Norristown Transportation Center for FY22 ERC phase; and

Decrease FY22 ERC phase by \$3.2 M SECT 5307 to reflect current needs

Projects of Significance

SEPTA | Add New Project, Increase Funding, and Update Scope

TIP Amendment

Action:

- Add a new, \$500,000, American Rescue Plan Act of 2021-funded (ARPA) North Philadelphia West Bus Improvement Study to the program
- Increase FY22 ERC phase by \$2 M (\$1.6 M SECT 5307/\$387,000 State 1514/ \$13,000 LOC)
- Update scope to include additional work:
 - Knights Road End of Line Facility - \$2 M (FY22-FY24)
 - 69th Street Master Plan - \$4 M (FY22-FY24)

Reason: Adjustments to other existing TIP projects whose schedules or costs have changed

Background:

- *ARPA funds are additional to the region*
- *North Philadelphia West Bus Improvement: Identification of priority corridors for operational and roadway enhancements to improve bus run times, frequencies and transit quality in a historically disadvantaged neighborhood*

TIP ACTION | Proposed - PA



- **Request RTC Recommendation for Board Approval of TIP Amendment**
- **Projects of Significance**
 - Add new, \$500,000 (ARPA) North Philadelphia West Bus Improvement Study
 - Increase FY22 ERC phase by \$2 M (\$1.6 M SECT 5307/\$387,000 State 1514/ \$13,000 LOC)
 - Update the program's scope to include additional work:
 - *Knights Road End of Line Facility - \$2 M (FY22-FY24)*
 - *69th Street Master Plan - \$4 M (FY22-FY24)*

Communications, Signals, & Technology Improvements

SEPTA | Update Scope and Decrease Funding to the Program

TIP Amendment

Action:

- Update scope to include inadvertently omitted projects:
 - Norristown High Speed Line Signal System Renewal - \$80 M (FY22-FY25)
 - Market-Frankford Line Positive Train Control - \$12 M (FY22-FY24)
- Decrease funding for the Capital Asset Construction (CAP) phase by \$4.95 M (removing \$6.44 M SECT 5307 and adding \$1.442 M State 1514/\$48,000 Local) in FY22

Reason: Reflection of current needs

Background:

- *NHSL Signal Renewal project will modernize the signal system and improve operational reliability needed to address state of good repair needs on the entire corridor. Ensure compatibility with KOP Rail system*
- *PE and DES to inform specifications for new MFL rail cars*

Transit & Regional Rail Station Program

SEPTA | Update Scope

TIP Amendment

Action: Update scope to include:

- Bristol Station Project - \$30 M (FY22-FY26)
- Bridgeport Station project - \$4 M (FY22-FY26)

Reason: Projects were inadvertently omitted from description updates and do not affect the overall program cost

Background:

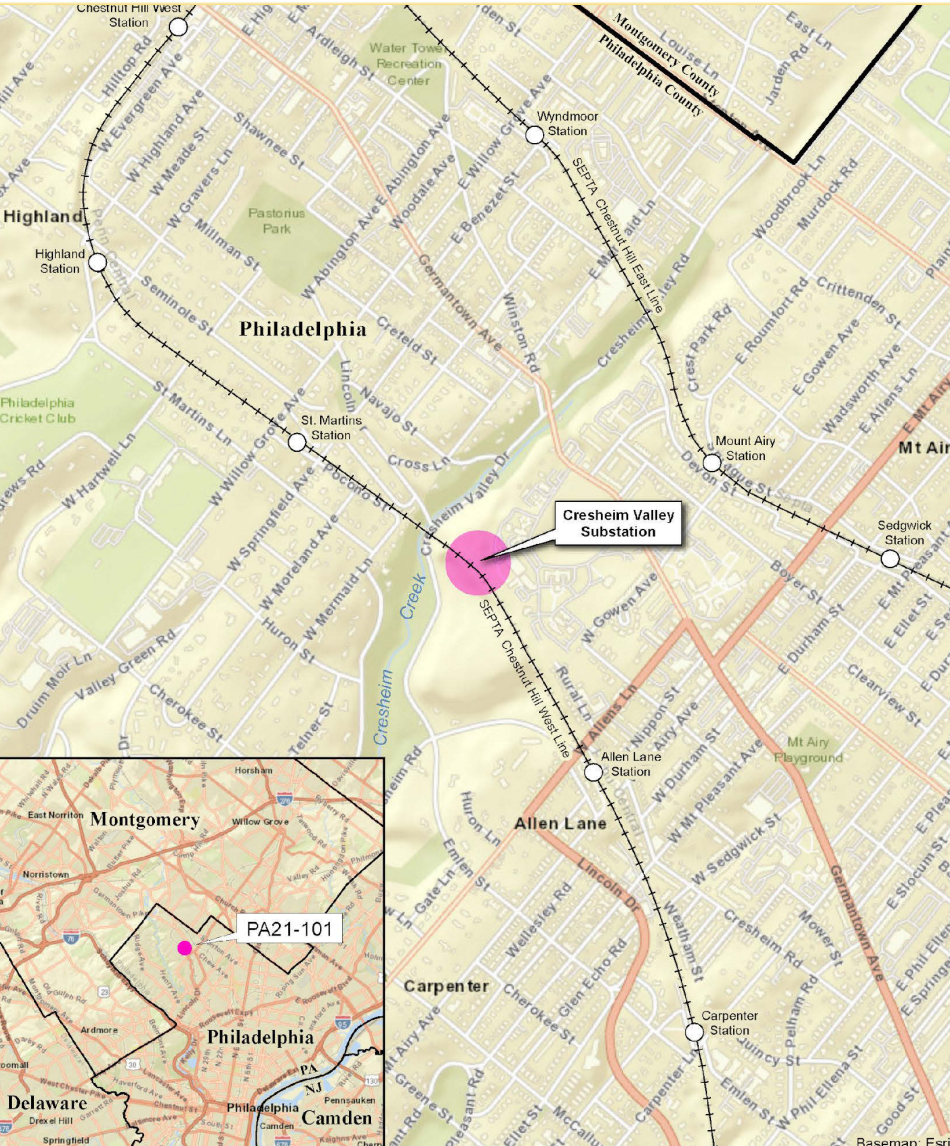
- *Provides for the construction, reconstruction, or rehabilitation of transit and regional rail stations and terminals, bus and trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. All improvements will fully comply with the Americans with Disabilities Act of 1990*
- *Total current programmed cost is \$585,421,000 (FY21-FY32)*



- Bristol Station will make stop on Trenton Regional Rail Line, Fully ADA-accessible
 - Full high-level platforms, new passenger shelters, security improvements
- Bridgeport Station project is a part of rehab of the Bridgeport Viaduct on NHSL

Substations & Power Improvements

SEPTA | Update Scope and Increase Funding to the Program



TIP Amendment Action:

- Update scope to include Cresheim Valley Substation Project for \$22.5 M (FY22-FY24)
- Increase FY22 ERC funding by \$4 M (\$3.2 M SECT 5307/\$774,000 State 1514/\$26,000 LOC)

Reason: Project was inadvertently omitted from description update; Adjustments to other existing TIP projects whose schedules or costs have changed

Background:

- New Cresheim Valley substation will consolidate the functions of existing Chestnut Hill East and Amtrak's North Philadelphia substations, and Allen's Lane switching stations

TIP ACTION | Proposed - PA

Request RTC Recommendation for Board Approval of TIP Amendments

Communications, Signals, & Technology Improvements

- Update scope to include:

- Norristown High Speed Line Signal System Renewal project- \$80 M (FY22-FY25)
- Market-Frankford Line Positive Train Control project- \$12 M (FY22-FY24)

- Decrease funding for the Capital Asset Construction (CAP) phase by \$4,950,000 (removing \$6,440,000 SECT 5307 and adding \$1,442,000 State 1514/\$48,000 Local) in FY22

Transit & Regional Rail Station Program

- Update scope to include:

- Bristol Station Project - \$30 M (FY22-FY26)
- Bridgeport Station project - \$4 M (FY22-FY26)






Substation & Power Improvements

- Update scope to include Cresheim Valley Substation Project for \$22.5 M (FY22-FY24)
- Increase FY22 ERC funding by \$4 M (\$3.2 M SECT 5307/\$774,000 State 1514/\$26,000 LOC)





Thank you!

Connect With Us!  |  |  |  | 

www.dvrpc.org/TIP



Sean Greene
Regional Technical Committee Meeting
July 12, 2022

Transportation Conformity Demonstration: *Connections 2050* LRP and Draft FY 2023 PA TIP

Presentation Overview

- ❖ What is Conformity?
- ❖ DVRPC Region
- ❖ Emissions Analysis Results
- ❖ Emerging Issues

What is Transportation Conformity?

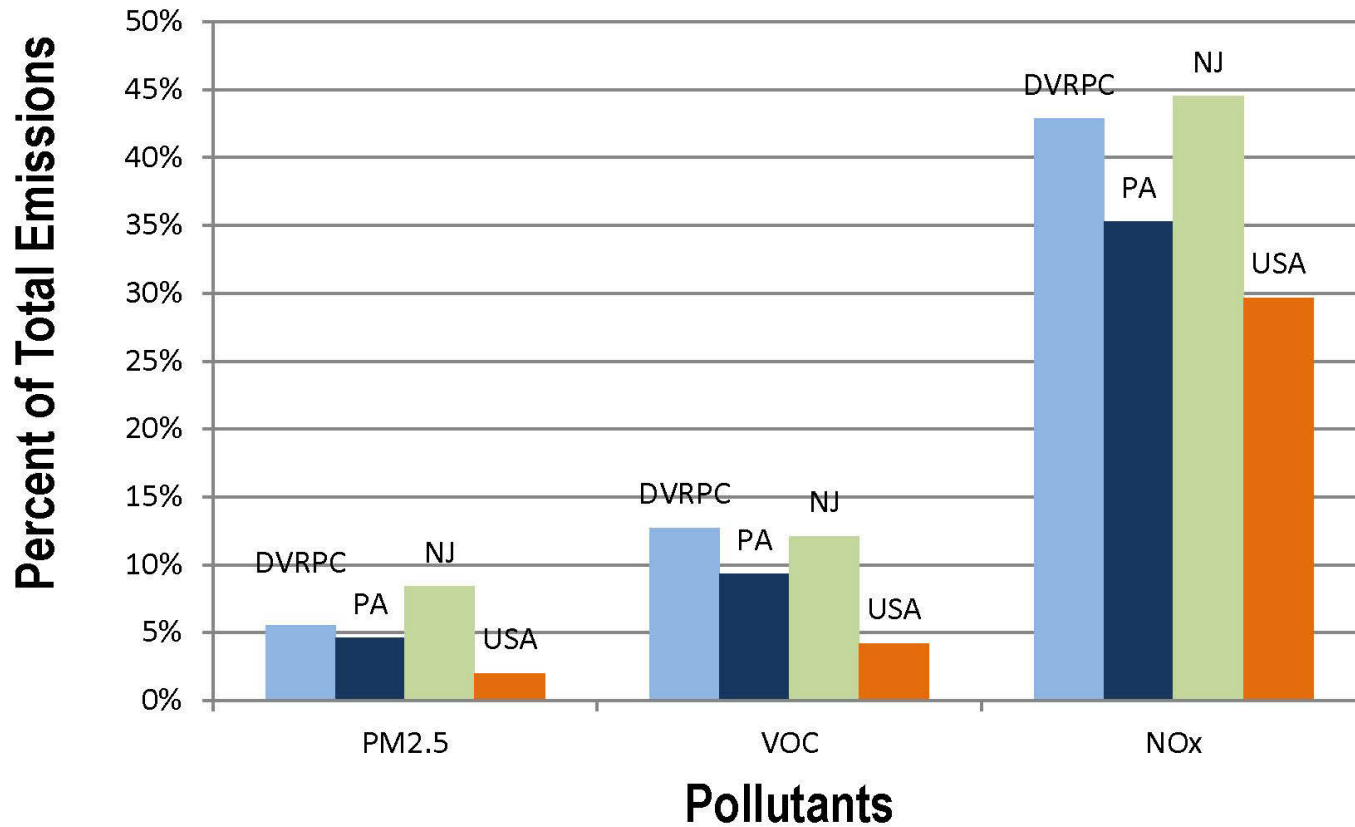
There are three major sources of emissions:

- ❖ Stationary – power plants, industrial boilers...
- ❖ Industry – petroleum refineries, cement kilns...
- ❖ Mobile sources
 - Off-road – trains, planes, construction equipment
 - On-road mobile sources – cars, trucks, buses
 - Accounts for 30% NO_x, 4% VOC, 2% PM_{2.5}


Combine to form Ozone

On-Road Mobile Emissions

On-Road Mobile Emissions



What is Transportation Conformity?

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

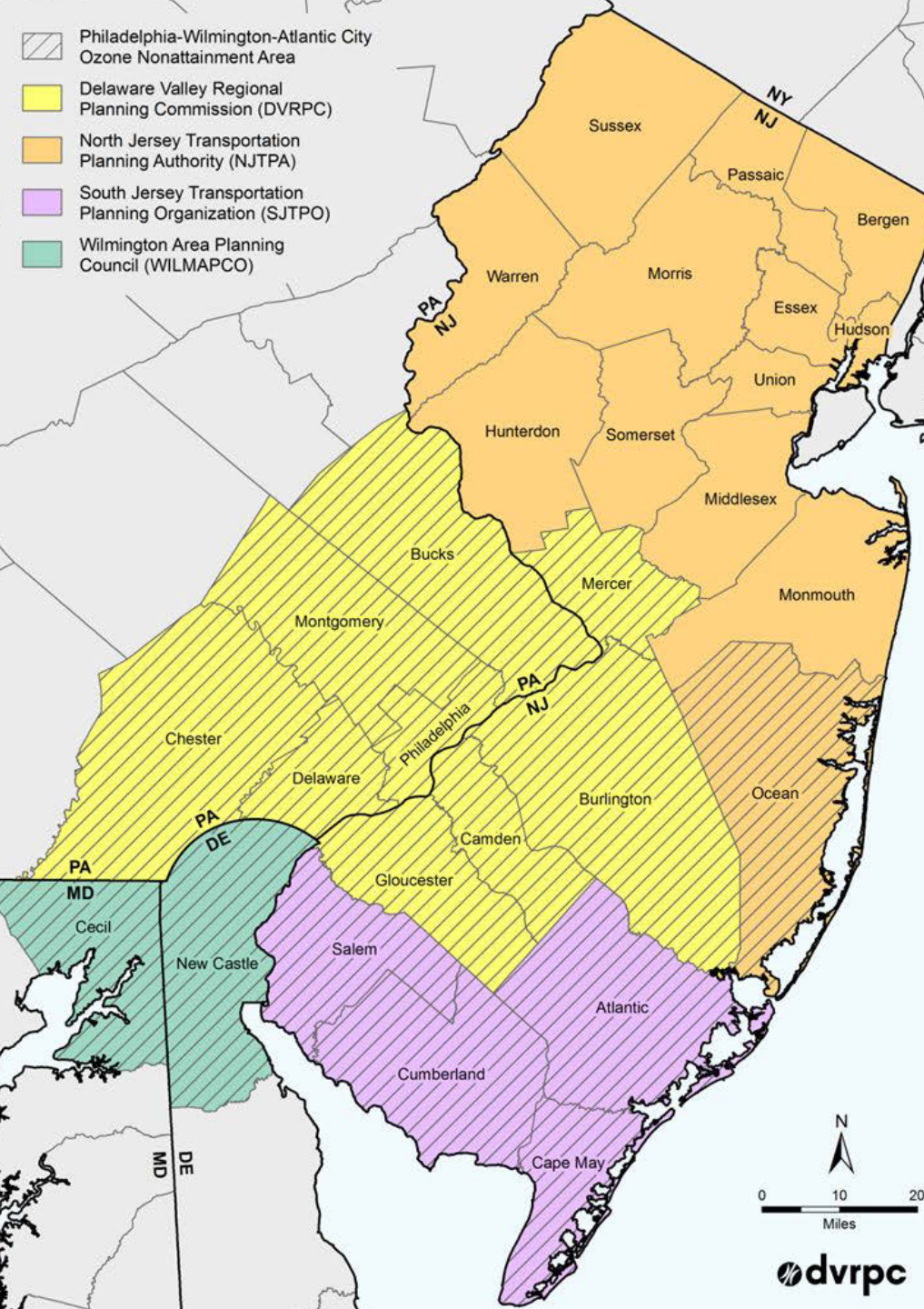
What is Transportation Conformity?

Conformity triggers:

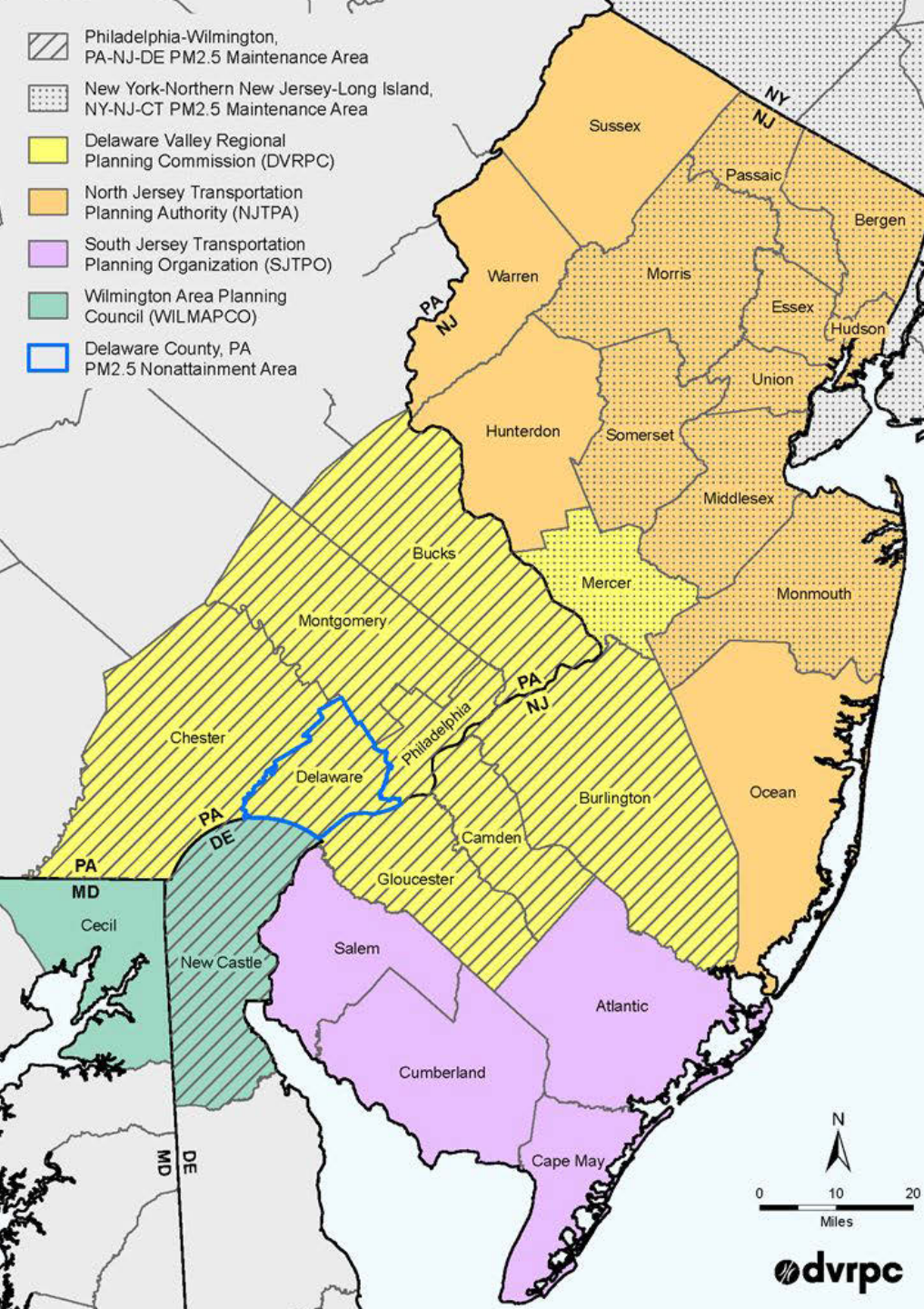
- ❖ *Changes, additions, or deletions of regionally significant, non-exempt projects from the LRP or TIP*

This demonstration:

- ❖ A new FY 2023 TIP for PA



Ozone Non-Attainment Area



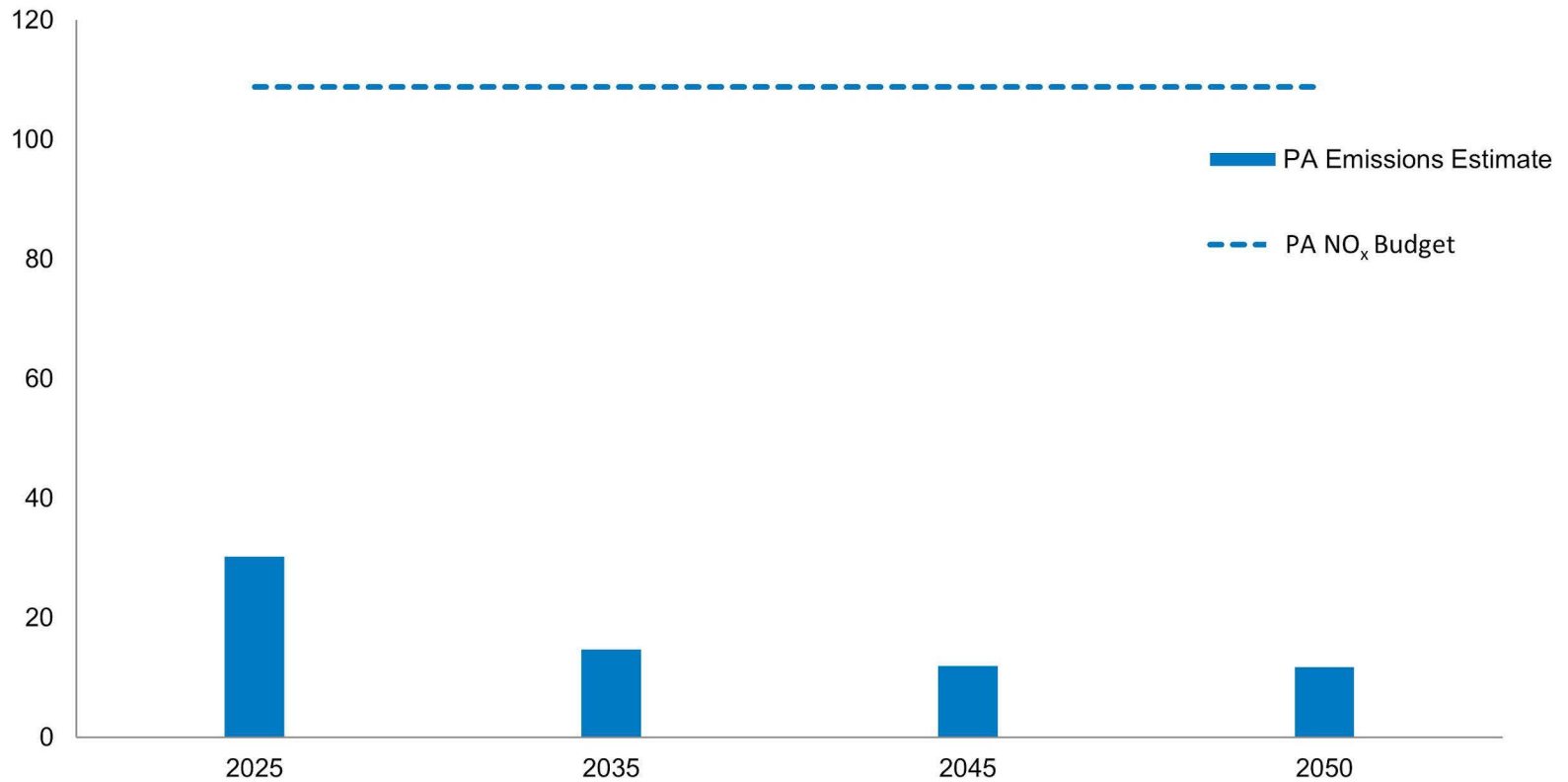
PM_{2.5} Maintenance Areas

Conformity Test

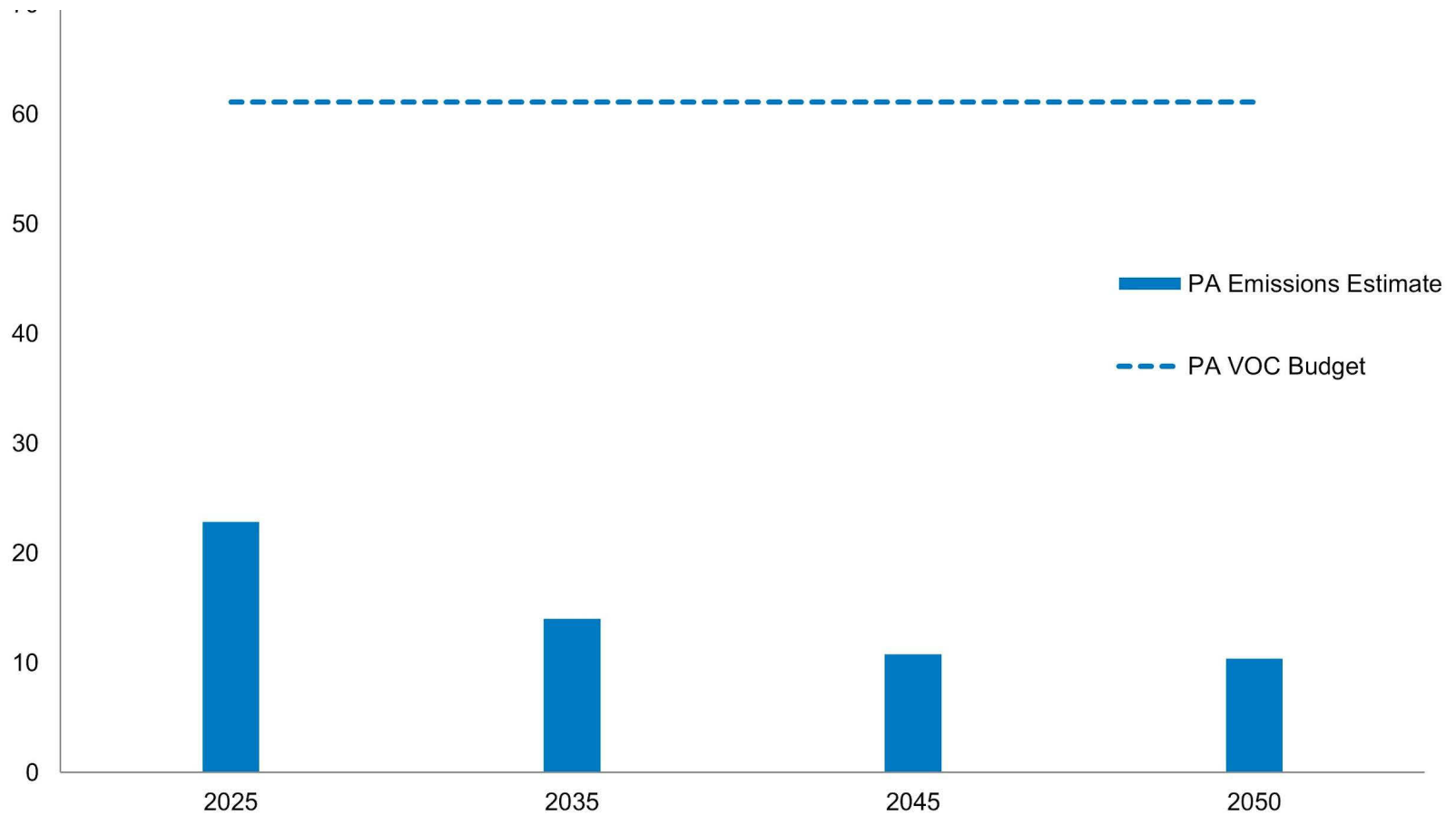
Conformity is tested against SIP “budgets”

- ❖ 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

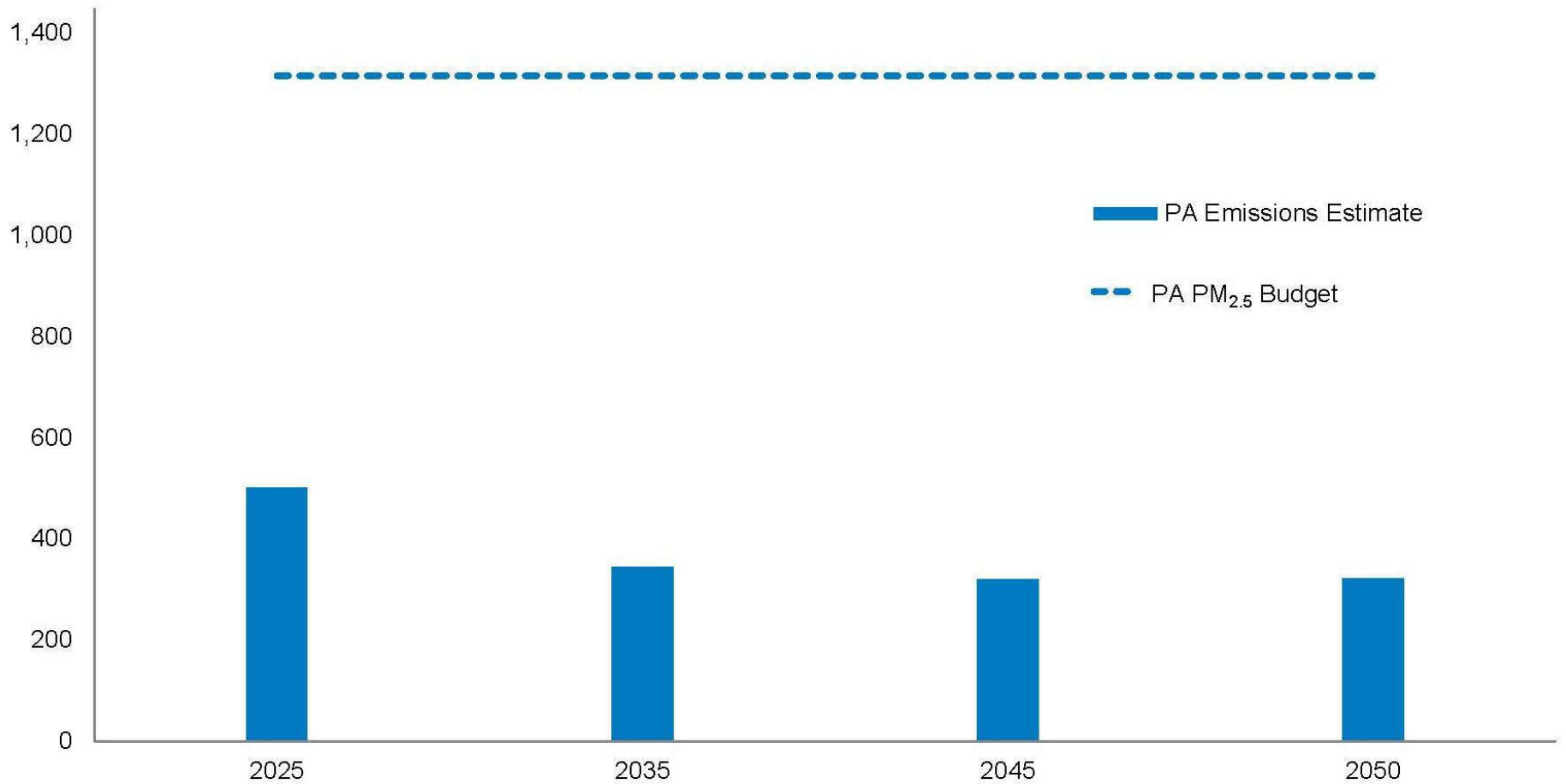
NO_x Emissions Results



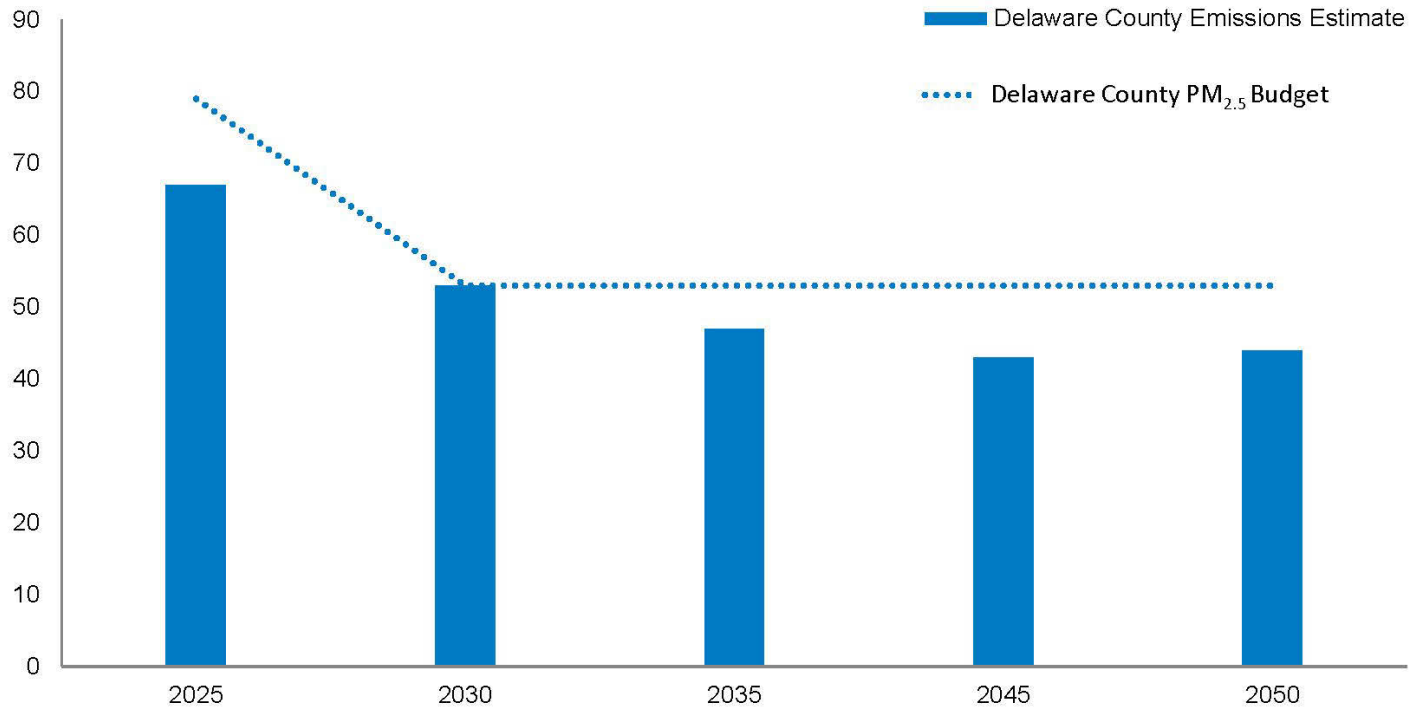
VOC Emissions Results



PM_{2.5} Emissions Results



PM_{2.5} Emissions Results – Delaware County



Emissions Analysis Results

Draft FY 2023 PA TIP and the *Connections 2050* LRP

- ❖ “Conform” to the corresponding SIPs and the current final conformity guidance under CAA 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} SIP requirements
- ❖ Replaces the existing conformity finding of September 2021

Public Comment

Public Comment Period

- ❖ June 15, through July 18, 2022
- ❖ Virtual public meeting
– June 16 at 7:00 PM

Comments Were Accepted:

- ❖ At Public Meeting
- ❖ Via email (airconformity@dvrpc.org)
- ❖ Online (www.dvrpc.org/AirQuality/Conformity/)
- ❖ Via mail

No Public Comments Received To Date

Emerging Issues

The region has not met the 2015 Ozone Standard by the legislated Attainment Date of 2021

- ❖ This will require new SIPs with tighter budgets

Climate change is impacting air quality

- ❖ Forest fires are causing high PM episodes
- ❖ Higher temperatures drive ozone formation

A new MOVES 3 Model will be required in 2023.

- ❖ A new model may influence modelling results

What Can We Do?

1. Be aware of the issue and plan for the future
2. Consider a project's impacts on air quality
3. Identify and invest in projects that improve operations, promote alternative transportation options, and modernize the fleet of vehicles.

Action Proposed

That the RTC recommend that DVRPC Board adopt the conformity findings of the Connections 2050 LRP and FY 2023 TIP for Pennsylvania for Ozone and PM_{2.5} in the DVRPC planning area.

Thank You!



Questions?

Contact: Sean Greene

sgreene@dvrpc.org



July 12, 2022 | RTC



FY2023 TIP for Pennsylvania

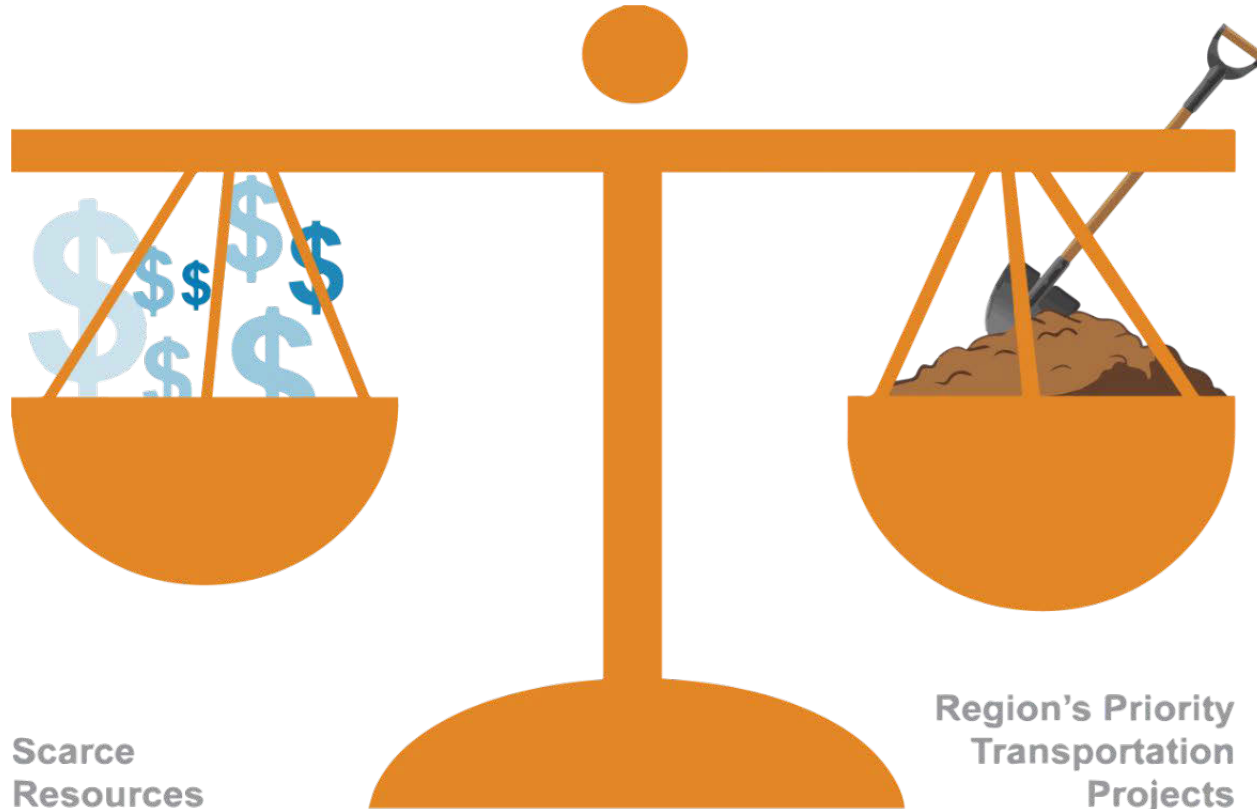
Proposed Adoption

of the DRAFT DVRPC FY2023 for PA (FY23-FY26)

Development Process of the Draft FY2023 TIP for PA



Regional Decision Making is Critical



Scarce
Resources

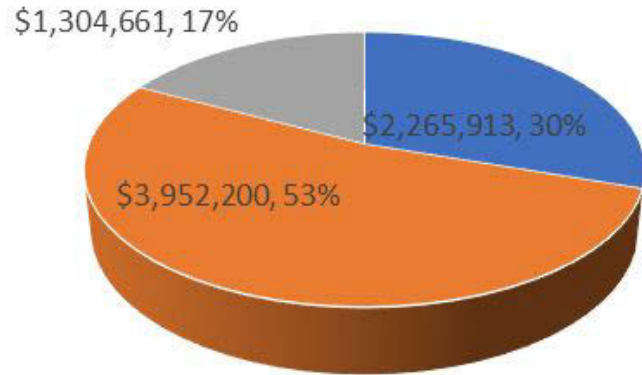
Region's Priority
Transportation
Projects

Overview of the DRAFT FY2023 TIP for PA

- **329** regional highway projects totaling \$2.265 billion
- **34** projects funded by \$1.301 billion provided by the statewide Interstate Management Program (IMP) for I-95, I-76, and I-476 for reconstruction and operational improvements
- **28** transit programs totaling \$3.952 billion

Overview of the DRAFT FY2023 TIP for PA

Overview of the DRAFT FY2023 TIP for PA



- Regional Highway Program
- Regional Transit Program
- Interstate Management Program (DVRPC Region)

Impact of IIJA / BIL on DRAFT FY2023 PA TIP

Additional Federal Funding (Fiscal Years 2023 - 2026)

- \$1.8 billion available overall (37% increase, +\$486 million)
- + \$200 million for bridge improvement projects (550% increase; New Funding Source)
- + \$30 million for safety projects (44% increase)
- + \$24 million for bicycle and pedestrian projects (150% increase)
- \$100 million/year increase for transit

Before IIJA / BIL

- Faced with cutting \$750+ million from existing projects (over 12 years)

After IIJA / BIL

- Existing projects funded (no cuts); Projects funded sooner
- 36 new bridge candidates funded - \$256.3M
- 12 new county candidate projects funded - \$91.5M
- *Partially Brought Back 5 Projects Pushed out to LRP During FY2021 TIP Update - \$303.8M*

Transit Program

\$100 million/year increase for region

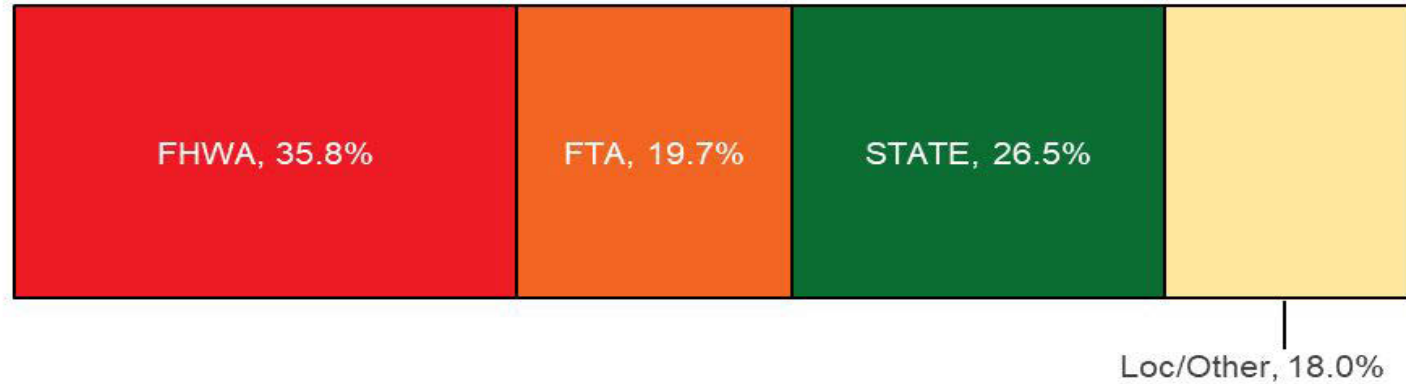
- *Multi-year bonding program to advance Vehicle Acquisitions and State of Good Repair Infrastructure improvements*
- *Almost \$300M CMAQ flexed to SEPTA beginning in FY25 for Transformative Capital Investments*

Transformative Capital Investments (FY23-FY34)

- *Trolley Modernization: \$1.15B for vehicle acquisition & infrastructure upgrades*
- *Market-Frankford Line Railcar Replacement: \$800M for vehicle acquisition, infrastructure upgrades, and new signal systems*
- *King of Prussia Rail: \$390M- initial local commitment for final design and construction*
- *Bus Revolution: \$130M for end-of-line facilities and transit prioritization improvements*
- *Regional Rail Fleet Replacements: \$250M in outer years of the program*
- *Wayfinding Improvements: \$40M for signage, real-time information, and website/mobile app upgrades*
- *State of Good Repair & Safety: \$3B to rehabilitate and modernize the legacy system for a state of good repair*
- *Accessibility for All: Nearly \$1B to provide ADA accessibility at 21 Rail Transit & 20 Regional Rail stations over the next 12 years*

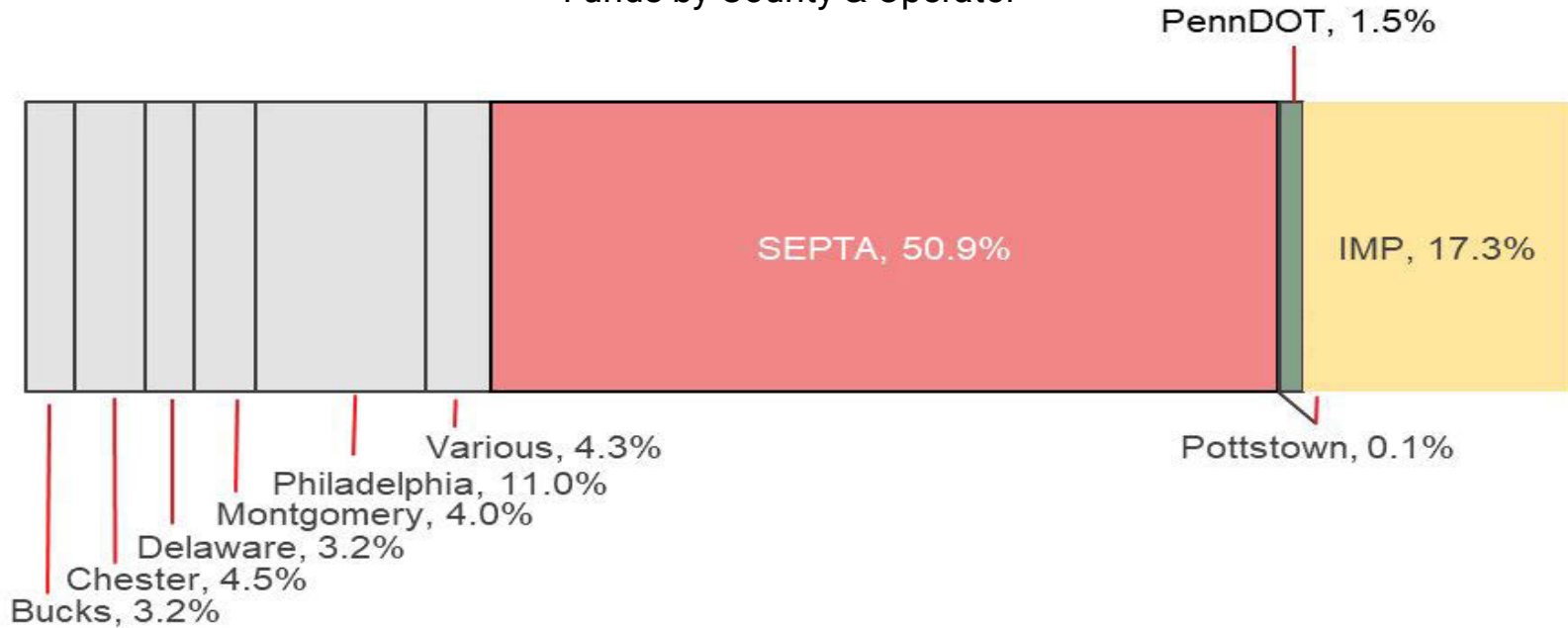
DRAFT FY2023 TIP for PA \$7.522 Billion | 391 Projects

Funds by Source Type



DRAFT FY2023 TIP for PA \$7.522 Billion | 391 Projects

Funds by County & Operator



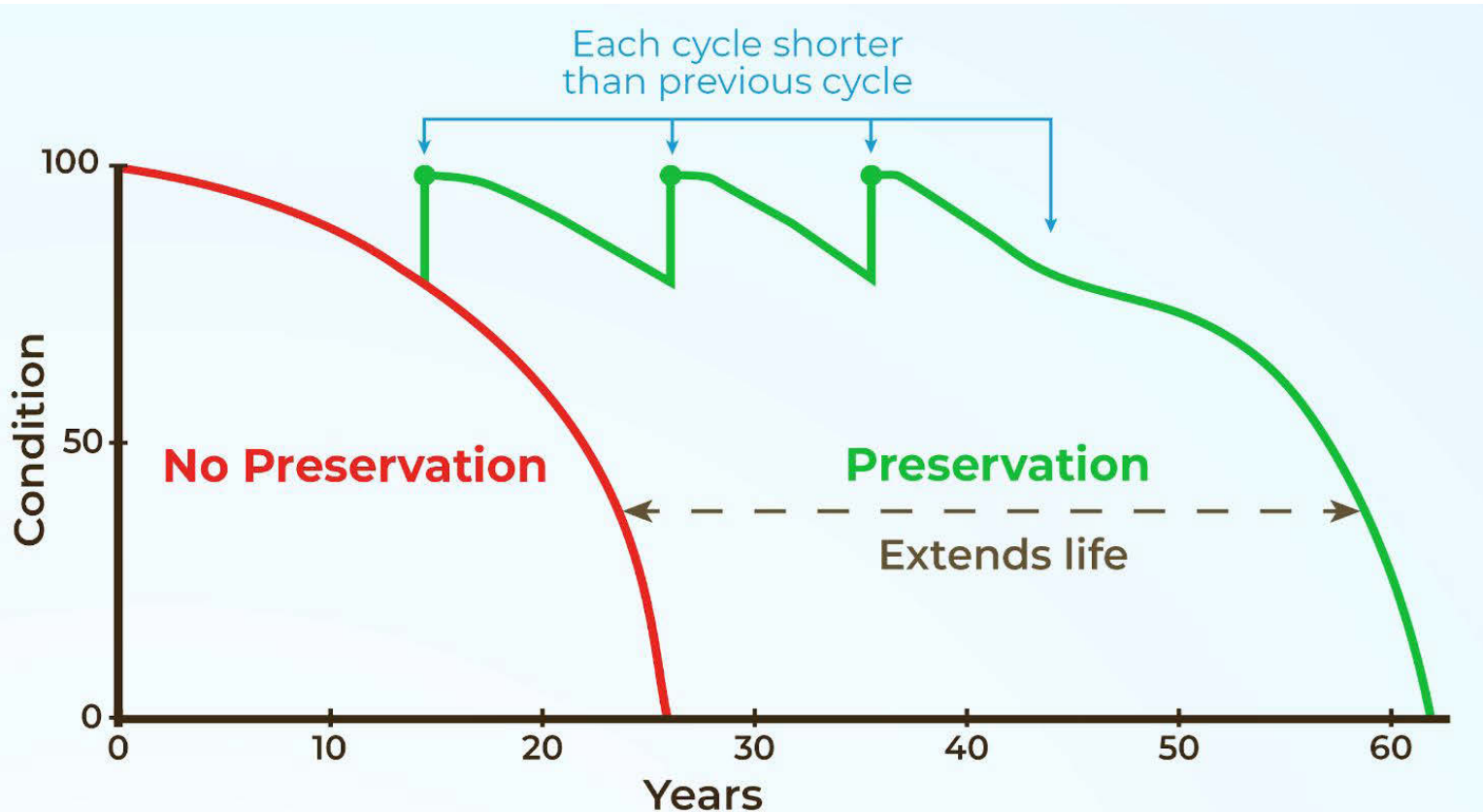
Compare Draft FY2023 TIP to FY2021 TIP

- FY2023 Draft: 329 Hwy projects - \$2.265 billion
- FY2021 TIP: 324 Hwy Projects - \$1.973 billion

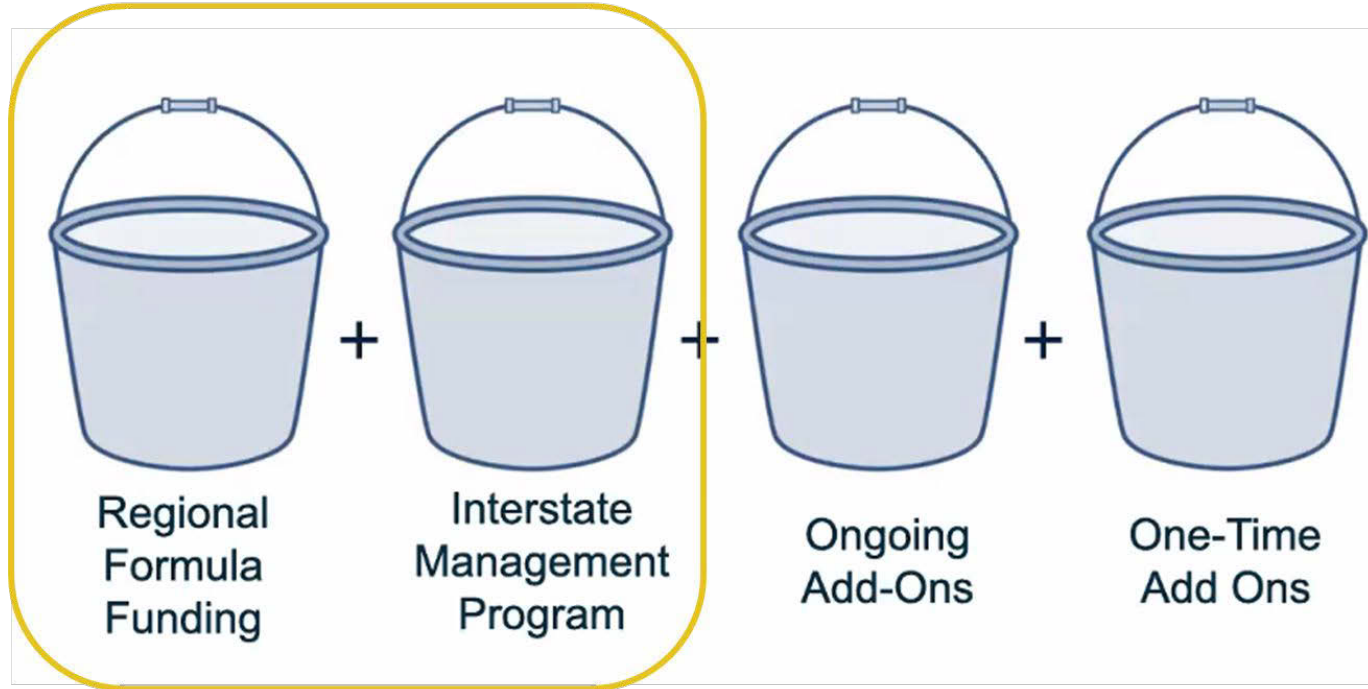
- FY2023 Draft: 34 IMP projects - \$1.301 billion
- FY2021 TIP: 32 IMP projects - \$859 million

- FY2023 Draft: 28 transit programs - \$3.952 billion
- FY2021 TIP: 28 transit programs - \$2.599 billion

Lowest-Life Cycle Cost



DVRPC Regional Roadway Funding



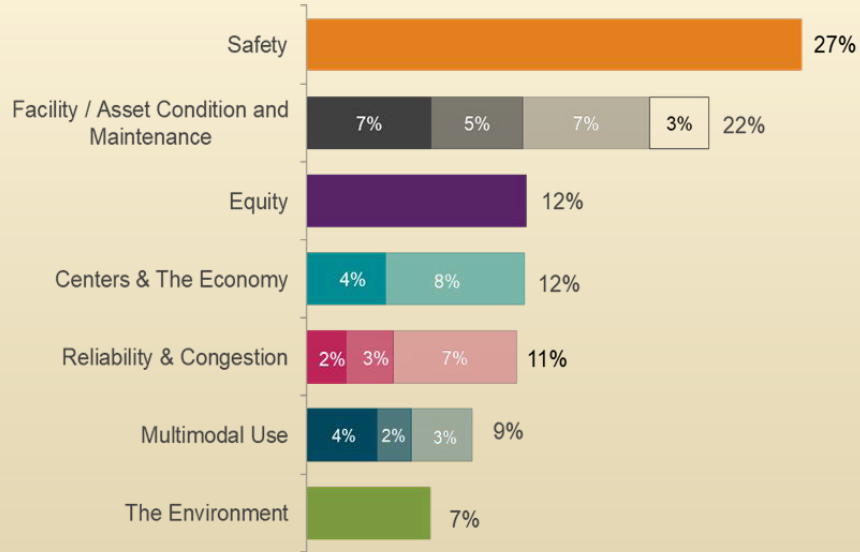
Breakdown of Funding by Project Category (Highway)

- **32%** – Bridge Replacement/Rehabilitation
- **18%** – Bicycle/Pedestrian/Streetscapes
- **18%** – Interchanges/Intersections, Signals, ITS
- **17%** – Roadway Reconstruction/Restoration
- **6%** – Highway New Capacity
- **5%** – Transit Flex
- **4%** – Other; CMAQ Competitive Program; Transportation Management Associations, Travel Options Program, Mobility Alternatives & Share-A-Ride Programs; Reserve Line Items

Breakdown of Funding by Project Category (Transit)

- **43%** – Vehicles/Rolling Stock (includes highway flex)
New, Overhaul, Non-Revenue
- **25%** – Bridges, Track, Catenary, Substations,
Signals, Communications, & Safety
- **14%** – Lease Agreements & Debt Service
- **14%** – Station Renovation & Parking
- **4%** – Vehicle Storage & Maintenance Facilities

TIP-LRP Benefit Evaluation Criteria



Used to inform project prioritization and selection

- Criteria reflect required federal safety, asset condition, and congestion targets
- Equity criterion based on broad LRP definition of equity (all IPDs)
 - Penalizes projects that increase speeds or air pollution in communities of concern
- Relative weights determined by regional subcommittee

Equity Evaluation



- Expanded Environmental Justice / Title VI impact analysis for Draft FY2023 TIP for PA
- Evaluates conditions and needs
 - Bridge and Pavement condition
 - Safety (crashes, especially bike/ped)
- Analysis of investment distribution, potential benefits and burdens of projects

Project Development Process





DVRPC TIP
HANDBOOK



PHOTOS CLOCKWISE FROM TOP LEFT
SULLIVAN'S BRIDGE (MONTGOMERY COUNTY, PA / CREDIT: MICHAEL STOKES, MCPC), CR528/660 ROUNDABOUT (BURTLINGTON COUNTY, NJ), SCHUYLKILL RIVER PARK CONNECTOR BRIDGE (PHILADELPHIA, PA), GROVE STREET TRAFFIC CALMING (CAMDEN COUNTY, NJ)

ENVIRONMENTAL JUSTICE (EJ) AND THE TIP

Planning must be done with the involvement and for the benefit of all the region's residents. DVRPC is guided by federal Title VI and environmental justice mandates, and the Commission strives to not only meet these mandates but also to create an overall transparent, inclusive planning process. There are two primary federal non-discrimination statutes that guide DVRPC's planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (982088). Title VI states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Executive Order 12898 defines environmental justice as the fair treatment and meaningful involvement of all people, regardless of age, disability, sex, race, ethnicity, income, or education level in the planning and decision-making process. The principle of EJ in transportation ensures that projects, such as highway expansion and interstate building, do not have a disproportionately negative impact on minority and low-income populations.

The TIP is an important component of DVRPC's overall EJ initiatives and Public Involvement Program, as the location of transportation investments can greatly influence the level of mobility and accessibility within and throughout the region. Using U.S. Census American Community Survey five-year estimates, DVRPC's Indicators of Potential Disadvantage (IPD) analysis has identified different geographical areas in which populations may disproportionately bear the burden of planning decisions and/or demographic groups who may be underrepresented in the planning process. DVRPC's IPD method is used to analyze the distribution of projects in both highway and transit TIP programs. Consideration of EJ communities is also included in the criteria used to evaluate projects that are added to the TIP. Beyond the technical EJ analysis, there are various opportunities for the public to participate in and comment on the TIP process, including public meetings and TIP public comment periods.

HOW DOES A PROJECT GET ON THE TIP?

Securing a spot on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways that a project can get on the TIP, the most typical course is described here:

- First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of

TIP DEVELOPMENT TIMELINE

- 1. SUMMER/FALL**
DVRPC's TIP Subcommittee reviews/discusses projects, costs, and schedules, including priorities/concerns.
- 2. FALL/WINTER**
DVRPC, the state DOT, and transit agencies work to constrain the TIP according to expected resources, projected needs, and feedback from member governments.
- 3. WINTER**
MPOs and member governments review the constrained draft TIP and work with the state DOT and transit agencies to address issues.
- 4. SPRING**
The draft TIP is revised, per MPO and member governments' review and comments. Air Quality Conformity Analysis also occurs.
- 5. SPRING/SUMMER**
Public comment period.
- 6. SUMMER**
The DVRPC Board adopts the Draft TIP with the list of recommended changes. DVRPC then submits the document to the state DOT to be included into the STIP.
- 7. FALL**
STIP approvals by FHWA and FTA; current TIP retires. Approved TIP becomes effective.

When lists of projects and priorities, they are brought to DVRPC, where the Regional Technical Committee (RTC) reviews them. The RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to assure consistency among projects and with the region's



The Foxborough Transit Center, a new station along New Jersey Transit Corporation's NJ TRANSIT River Line in New Jersey, completed/constructed in 2023. Photo Source: Courtesy of NJ TRANSIT

Public Comment Period

- Public Comment Period May 27, 2022 – June 28, 2022
- Virtual Public Meeting Held June 16, 2022
7-8 PM
- Comments Were Sent
*Electronically via Public Comment Web Application at www.dvrpc.org/tip/draft
Or by Email at tip@dvrpc.org
Or by US Mail to DVRPC
Or by Fax to 215-592-9125
Or by Virtual Public Meeting*
- View Complete Documents on Website
www.dvrpc.org/tip/draft

Comments & Responses

Public Comments – Full Comments & Commenter

All Comments Received

- *Each comment has a “Comment ID”*
- *From Individuals*
- *From our DVRPC “Planning Partners”*
- *From other agencies or organizations*

Responses Provided by Appropriate Entity

Comments (500+) & Responses

467 Comments from Bicycle Coalition Letter Writing Campaign

10 Comments Supporting Project/Program/Policy

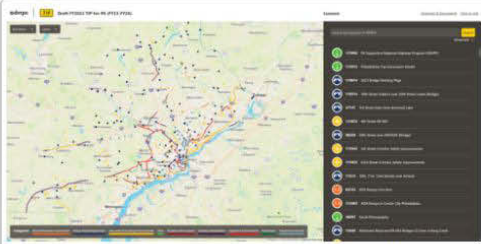
10 Comments Requesting Restoration of Coatesville Regional Rail Service

20 Comments Providing Suggestions and Info on Specific Projects

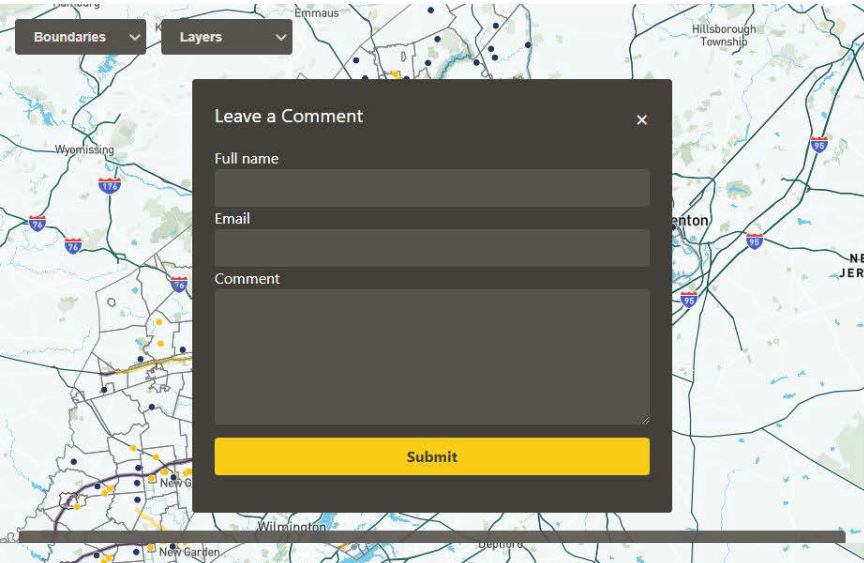
Draft FY2023 TIP for Pennsylvania (FY23-FY26)

- [TIP Guide](#)
- [Draft FY2023 TIP for PA](#)
- [FY2022 TIP for NJ](#)
- [FY2021 TIP for PA](#)
- [Project Implementation](#)

DVRPC's Draft TIP for Pennsylvania represents the region's federally funded transportation improvement priorities and is required by federal law in order for the region to receive and spend federal transportation funds. It has been developed in cooperation with the Pennsylvania Department of Transportation (PennDOT), Southeastern Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART) and



[SEARCH DRAFT TIP PROJECTS BY ADDRESS OR MPMS OR SUBMIT COMMENT](#)



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Full name

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Sort Category

AQ Code Fund MRP

- 115962** PA Supportive Regional Highway Program (SRHPP)
- 115913** Philadelphia Trip Generation Model
- 118014** 2023 Bridge Painting Pkge
- 110314** 30th Street Viaduct over 30th Street Lower (Bridge)
- 47147** 3rd Street Dam Over Broomall Lake
- 115872** 4th Street RR WD

... meeting on July 28, 2022.

... (FY26) for the DVRPC

... 22 and will end at 5:00 PM

... purpose of informing interested

... [E1 hLIYQ](#)

... BwKp5Lnj

... cally and can register and join

List of Recommended Changes

Recommended Changes –

- Table of Changes that would become part of the final TIP document

Highway Schedule Adjustments & Cost Restructuring (pages 1-3)

- Cash flow changes – do not change project cost
- Funds may not be needed for a phase
- Switch fund source (some bridges not eligible for BRIP or BOF funding)
- Moving funds between individual projects & appropriate line item or between line items
- Add PreCon phase back into TIP
- Set-aside funding for new competitive bridge programs (\$60 M total) in LFY
- Minor cost increases or decreases

List of Recommended Changes

Highway Project Additions & Deletions (pages 3-5)

- Creating new MPMS # and Deleting Old MPMS# for UPWP projects
- Adding Board Approved TOP projects
- Adding Board Approved Regional TASA projects
- Adding Breakout Projects from Parent Projects
- Remove Bridge as ownership is changing to locals
- Remove Bridge b/c not on Capital Budget
- Remove Bridge as MPMS # is duplicate

List of Recommended Changes (Misc.)

Project Title & Description Revisions (Page 5-6)

- *Update description of I-95 Delaware Avenue Extension (BS5)*
- *Update description for Retrofit for Bike Lanes and Shoulders*
- *Update description for the Circuit Line Item*

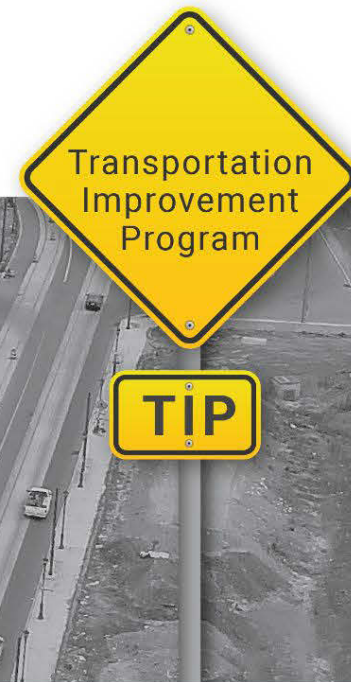
New Projects if Funded With Discretionary Funding & Do Not Impact Conformity, Constraint, or CMP

Technical Corrections for Final TIP Document

- *Minor description or title edits, rounding issues*



MOU for Amending & Modifying the Program



MOU for Amending & Modifying the Program



Transportation
Improvement
Program



TIP

Clarifications on what constitutes an “Amendment” requiring formal review by RTC and/or DVRPC Board:

- The threshold of amendments has been raised from \$5,000,000 to \$7,500,000 through the entire MOU
- Clarifying project actions which cause there to be no phases within the four-year TIP period. If a project has been Let for construction under a previous TIP and the removal of phases causes there to be no phases programmed within the four-year TIP, this will be an Administrative Action
- Clarifying that switching between federal funds and state funds is an Administrative Action so long as the changes do not have a cost increase/decrease of \$7,500,000 or more and the project is already federalized

MOU for Amending & Modifying the Program



- **Update** – Clarify language that DVRPC staff will directly contact the PA TIP Subcommittee to bring attention to Administrative Actions that add a project, with any federal funding source, for immediate emergency repairs to a highway, bridge, or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure

MOU for Amending & Modifying the Program



- **Update** – Add language that “any new statewide managed funding category created by any new federal or state laws” would be categorized under the “Statewide Programs” section of the MOU and the DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions

MOU for Amending & Modifying the Program

Minor updates to provide consistency with PennDOT/FHWA/FTA MOU

- **Update** – Clarify language that PennDOT's documented August Redistribution Strategic Approach will guide the addition, advancement, or adjustment of federal funding for a project based on FHWA August Redistribution



Newtown Rail Trail

Credit: Bucks County



Chester Valley Trail at Saulin Blvd. and US 202 DeKalb Pike



Credit: JBC Associates/Montgomery County Planning Commission

Chestnut Street Bridge



Credit: Boles Smyth
Associates

5th Street/Independence Hall Station

Credit: SEPTA



Bus Purchase Program

Credit: SEPTA



Cost Summary by Transit Operator

(in millions of dollars)

	FY2023	FY2024	FY2025	FY2026	4-Year Total
Transit Program					
PennDOT BPT	\$26,000	\$38,825	\$36,250	\$12,500	\$113,575
PART	\$2,587	\$2,486	\$2,661	\$2,931	\$10,665
SEPTA	\$1,082,200	\$865,374	\$935,504	\$944,882	\$3,827,960
Transit Program Subtotal Cost	\$1,110,787	\$906,685	\$974,415	\$960,313	\$3,952,200

Cost Summary by County

(in millions of dollars)

	FY2023	FY2024	FY2025	FY2026	4-Year Total
Highway Program					
Bucks County	\$72,857	\$66,068	\$57,077	\$45,106	\$241,108
Chester County	\$67,330	\$64,076	\$86,933	\$120,274	\$338,613
Delaware County	\$64,707	\$55,368	\$58,938	\$62,470	\$241,483
Montgomery County	\$88,872	\$108,835	\$58,782	\$45,314	\$301,803
Philadelphia County	\$270,312	\$169,269	\$201,682	\$183,821	\$825,084
Various Counties	\$64,005	\$80,485	\$72,320	\$101,012	\$317,822
Regional Highway Program Subtotal Cost	\$628,083	\$544,101	\$535,732	\$557,997	\$2,265,913
Interstate—Delaware County	\$19,650	\$13,000	\$15,878	\$30,500	\$79,028
Interstate—Montgomery Co.	\$3,500	\$4,000	\$23,207	\$30,000	\$60,707
Interstate—Philadelphia Co.	\$247,793	\$245,892	\$345,441	\$325,800	\$1,164,926
Interstate Program Subtotal	\$270,943	\$262,892	\$384,526	\$386,300	\$1,304,661
Regional Highway and Interstate Program Subtotal	\$899,026	\$806,993	\$920,258	\$944,297	\$3,570,574

Grand Total Highway & Transit Programs

(in millions of dollars)

	FY2023	FY2024	FY2025	FY2026	4-Year Total
Grand Total Highway & Transit Programs					
Highway	\$899,026	\$806,993	\$920,258	\$944,297	\$3,570,574
Transit	\$1,110,787	\$906,685	\$974,415	\$960,313	\$3,952,200
DVRPC Total	\$2,009,813	\$1,713,678	\$1,894,673	\$1,904,610	\$7,522,774



Thank You!
You Know Who You Are

Richard Murphy
Manager, PA Capital Programs
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Action Proposed

That the RTC Recommend Board approval of the Memorandum of Understanding (MOU), and adopt the DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23-FY26) with the proposed list of recommended changes as the region's official selection of transportation projects for funding, by passing resolution number B-FY23-002.

Regional Technical Committee
July 12, 2022



FY23 Work Program Amendment: The Funding Navigator

Background

- ▶ IJA includes \$55 billion for water infrastructure
- ▶ Our region has tremendous needs for drinking water, wastewater, and stormwater management system improvements
- ▶ Many municipalities and systems may not have the capacity to access and administer grants and loans without assistance

Background

- ▶ DVRPC joined a nonprofit-led initiative as the place-based partner
- ▶ Environmental Policy Innovation Center (EPIC) is the nonprofit lead
- ▶ Invited to submit proposal to William Penn Foundation (WPF)
- ▶ Funding Navigator (FN) is a team of professionals to be hosted at DVRPC offices
- ▶ Service area is 5-county SEPA (NJF to serve NJ)

Funding Navigator Team would work with communities and utilities to

- ▶ Assess overall needs
- ▶ Prioritize projects
- ▶ Engage residents
- ▶ Identify appropriate funding sources
- ▶ Evaluate terms and finance over time
- ▶ Complete an application
- ▶ Administer a grant or loan

Roles

EPIC

Hire experts

Provide salaries to FN staff

Structure program

Manage grant

DVRPC

Host FN staff in office

Provide local connections

Create and post FN materials

Help with data/mapping for applications

Timeline

A horizontal arrow graphic pointing to the right, divided into three segments: light blue, dark blue, and red.

WPF Board meets
July 22, 2022 for
next round of grants

Since DVRPC
committees do not
meet in August,
seeking approval
now rather than
waiting until
September

We should know
WPF decision by
the time the DVRPC
Board meets on July
28

Cost and Source of Funds

- ▷ \$200,000 over 24 months to DVRPC
- ▷ From EPIC, contingent on a larger grant award from WPF to EPIC

Action Proposed

That the RTC recommend that the Board amend the FY23 UPWP to add the **Funding Navigator Program**, pending approval of funding by the WPF to EPIC.